

MANUFACTURERS RECORD

A Weekly Newspaper Devoted to the Industrial, Financial, Railroad,
Mining, Contracting, Engineering, Building, and General
Business Interests of the South and Southwest

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No. 10

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Do We Realize the Meaning?

On Saturday last the most momentous legislation in the history of this country since the Declaration of Independence was passed by Congress.

This legislation marked a period in many respects fraught with greater danger than even the Civil War.

In the Civil War the two sections battled almost unto death for principle.

The men of those days staked their all, North and South alike, upon principle in preference to ease and comfort and convenience.

On Saturday last the United States was betrayed by Congress. Its honor, its manhood and its independence were thrown to the winds at the demand of four men whose supposed power to deliver votes made traitors to the country's honor, of the nation's supposed representatives in Washington.

If these statements seem too strong, read the views expressed elsewhere in this issue by many of the foremost papers of the South. What these papers have said, as quoted elsewhere, is stronger than anything that the Manufacturers Record has been able to voice on this momentous subject.

BALTIMORE, SEPTEMBER 7, 1916



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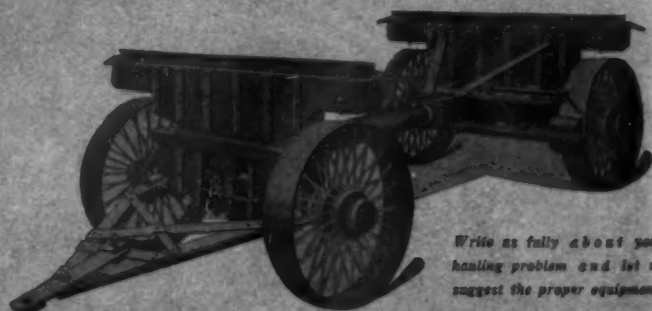
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MANUFACTURERS RECORD

A WEEKLY SOUTHERN INDUSTRIAL, RAILROAD AND FINANCIAL NEWSPAPER

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SHORT COTTON CROP, BELOW WORLD'S NEEDS.

THE United States Department of Agriculture estimates that the outlook for the cotton crop, based on the conditions of August 25, was for a yield of about 11,800,000 bales, the final output, larger or smaller, depending upon whether conditions hereafter are better or worse than average weather conditions.

The Continental and Commercial National Bank of Chicago, which for years has made a careful survey of crop conditions throughout the country, has sent out a report, some extracts of which we publish today, estimating the cotton crop at 10,600,000 bales, or 1,200,000 bales less than the estimate of the Department of Agriculture.

Even if the cotton crop should amount to the figures estimated by the Department of Agriculture, it will be far less than the world's requirements, even under existing war conditions. When the war is ended there will be a scramble for cotton, and, though the consumption for explosives will probably partly drop after the close of the war, the conditions in Central Europe and elsewhere will create a demand for cotton which should largely more than take up the slack due to the shutting off of the present enormous explosive output.

Last year's cotton crop was 11,191,820 bales, so that we will now have two short crops in consecutive years, each crop being below the world's consumptive requirements. Two years ago the crop was 16,134,930 bales; three years ago, 14,156,486 bales, and four years ago, 13,703,421 bales.

According to the report of the Department of Agriculture, the comparison of conditions by States on August 25 with the same date of last year and the ten-year average was as follows:

State.	August 25.		Ten-Year Average.
	1916.	1915.	
Virginia.....	99	85	82
North Carolina.....	65	76	76
South Carolina.....	57	71	75
Georgia.....	62	69	75
Florida.....	58	70	77
Alabama.....	45	65	73
Mississippi.....	49	69	72
Louisiana.....	64	65	66
Texas.....	66	67	70
Arkansas.....	71	72	74
Tennessee.....	80	82	81
Missouri.....	80	81	81
Oklahoma.....	56	71	71
California.....	92	93	*96
United States.....	61.2	69.2	72.5

*Six-year average.

"I Am a Fierce Partisan of the Open Shop"

—Woodrow Wilson

"I AM a fierce partisan of the open shop and of everything that makes for individual liberty, and I should like to contribute anything that might be possible for me to contribute to the clarification of thinking and the formation of right purposes in matters of this kind."—Extract from letter of Dr. Woodrow Wilson, January 12, 1909, in reply to an invitation to speak at a banquet of anti-strike and anti-boycott advocates.

"We speak too exclusively of the capitalistic class. There is another, as formidable an enemy to equality and betterment of opportunity as it is, and that is the class formed by the labor organizations and leaders of the country."—Extract from address by Dr. Woodrow Wilson at a dinner at the Waldorf Hotel, March 18, 1907.

The foregoing statements by Mr. Wilson are in thorough accord with the ringing denunciation of labor unions delivered in President Wilson's baccalaureate address at Princeton in June, 1909, and recently published in the MANUFACTURERS RECORD, but well worth repetition here.

(From Baccalaureate Address of President Woodrow Wilson before the Graduating Class of Princeton University in 1909.)

"You know what the usual standard of the employe is in our day. It is to give as little as he may for his wages. Labor is standardized by the trades-unions, and this is the standard to which it is made to conform. No one is suffered to do more than the average workman can do; in some trades and handicrafts no one is suffered to do more than the least skillful of his fellows can do within the hours allotted to a day's labor, and no one may work out of hours at all or volunteer anything beyond the minimum.

"I need not point out how economically disastrous such a regulation of labor is. It is so unprofitable to the employer that in some trades it will presently not be worth his while to attempt anything at all. He had better stop altogether than operate at an inevitable and invariable loss.

"The labor of America is rapidly becoming unprofitable under its present regulation by those who have determined to reduce it to a minimum.

"Our economic supremacy may be lost because the country grows more and more full of unprofitable servants."

In that address President Wilson, in line with the two statements which we have quoted from the Wall Street Journal, from his letter of January 12, 1909, and his speech at the Waldorf on March 18, 1907, clearly outlined his opposition to the power of organized labor in its dictatorial methods, and, as "a fierce partisan of the open shop," demanded the right of American people to work untrammelled by the domination of labor unions.

These views were expressed by President Wilson on different occasions and under different circumstances and when untouched by political movements.

It is scarcely conceivable that when Mr. Wilson was making such ringing statements as these he could, even in the furthest stretch of his imagination, ever look forward to a time when, as President of the United States, four men representing labor unions would ignore his suggestions for arbitration—in effect, deliberately slap him in the face—threaten the country with a disastrous railroad strike, and, seated by request in the office of one of the important Congressional committees, send forth their orders as to exactly what action the House of Representatives and the Senate of the United States should take.

It is scarcely conceivable that President Wilson, when he was denouncing labor unions, could have ever imagined that before their supposed political power he would bow, and demand that the Congress of this, the supposed greatest nation of earth, should do the behest of these brow-beating, bull-dozing leaders, and that then when the bill had passed Congress he would have to persuade these men on the promise of his personal honor as a gentleman that he would sign the bill in order to induce them to call off the strike, and then, having done this, he would sign it with four separate pens and present to each one of these men one of the pens thus used.

No wonder the country stands aghast! No wonder the people of the United States, of all sections and all parties, view with profound alarm this condition! It has been given a demonstration of the truckling readiness of Congress to bow to any organization that is supposed to represent votes, and it has not only seen Congress and the President bulldozed, but it has seen them kiss the hand that through them smote the nation's honor.

STAND BY YOUR CONVICTIONS.

MR. THOMAS G. SYDNOR, president of the Sydnor Pump and Well Co. of Richmond, in a letter to the MANUFACTURERS RECORD under date of September 1, says:

The writer wants to congratulate the man who is responsible for the article on the front cover of your August 31st issue, entitled "The Question The Nation Faces." It comes closer to expressing his sentiments than anything else he has ever read. If every business man would indorse the same and stand by his convictions there could be no such thing in existence or promulgated at any time such as a strike.

PRAISE FOR LABOR DISCUSSION.

S. F. PATTERSON, chairman of the Executive Committee of Southern Cotton Manufacturers, writing from Reanoke Rapids, N. C., says:

"I want to thank you for your able editorials in regard to the railroad strike in your numbers of August 24th and 31st. I sincerely wish that every business man and every employer of labor in the United States could read your editorial of the 31st on this subject.

THE MEAT WHICH SENATOR UNDERWOOD FURNISHES TO HIS GUESTS OR HEARERS.

SENATOR OSCAR W. UNDERWOOD of Alabama, in an address made in Baltimore last week, gave some startling information to the country—information which no one else had ever succeeded in getting. Unfortunately, however, it might be said of him, "that his true things were not new things."

Scarcely believing it possible that some of the statements credited to him in the daily papers could be true, we made inquiry and were informed officially that these statements were made by him.

As given by the Baltimore Sun, one of these statements was:

"He said that figures compiled by authorities showed that the total value of munitions shipped from this country amounted to less than \$350,000,000, and that the value of the clothing, food, mules, food-stuffs, etc., shipped to the warring nations is about \$100,000,000, a total of less than \$450,000,000."

Senator Underwood gave the entire value of the exports created by war conditions as less than \$450,000,000.

Now, the United States Department of Commerce shows that for the fiscal year ended June 30, 1916, the value of the exports of explosives alone (including cartridges, dynamite and gunpowder) was \$467,081,928, or \$17,000,000 more than the total amount of all our war export trade, according to Senator Underwood's figures.

But Senator Underwood also included other things besides explosives, and of course he could not do otherwise. The value of horses and mules shipped during the fiscal year 1916 for war purposes was \$96,477,000. The value of cars, carriages, automobiles, aeroplanes, etc., a large proportion of the total being automobile trucks and parts—and the bulk of it was for war purposes—was \$167,742,000. And then there was a little item of sugar, an export which scarcely existed before the war. Of sugar, the shipment of which was wholly due to war conditions, we sent out during the last fiscal year more than \$79,000,000 worth. Of breadstuffs, and Senator Underwood very properly includes foodstuffs in the war business, the amount exported was \$435,696,000, a large proportion due wholly to war conditions and to the shutting off of Russian wheat supplies by the war.

While a very large percentage of the increase in our exports is due, as every intelligent man knows, wholly to war conditions, we have picked out only a few leading items from the official reports of the Government to show the change that has taken place since 1913 in certain lines of exports, and in all of these the increase is almost wholly due to the European war. There has been a trifling increase of some of these articles to South American countries and to the Orient, but this would be more than offset by the increase in other lines of exports not included in this brief list.

Taking these few outstanding items, where war conditions have been most dominant in bringing about an increase, we have the following:

Articles.	Fiscal years ended June 30,		
	1913.	1914.	1916.
Explosives, including cartridges, dynamite, gunpowder, etc.	\$5,267,566	\$6,272,197	\$467,081,928
Copper, and manufactures of.....	140,164,913	146,222,556	173,946,226
Sugar	1,681,302	1,839,983	79,390,147
Zinc, and manufactures of (ore excepted).....	1,063,889	406,208	45,867,156
Horses	3,960,102	3,388,819	73,531,146
Mules	733,795	690,974	22,946,312
Chemicals, including sulphuric acid, drugs, etc.....	26,574,519	27,079,092	124,362,167
Brass, and manufactures of.....	8,554,636	7,472,476	164,876,044
Breadstuffs	211,098,339	165,302,385	435,696,629
Cars, carriages, automobiles, aeroplanes, hand trucks, etc.	54,585,888	51,676,222	167,742,608
Manufactures of cotton.....	53,743,977	51,467,233	112,053,127
Rubber, and manufactures of.....	14,324,894	12,441,220	35,180,096
Leather, and manufactures of.....	63,893,351	57,466,261	146,613,815
Iron and steel, and manufactures of.....	304,605,797	251,480,677	621,209,453
Total.....	\$890,252,968	\$783,206,303	\$2,670,496,854

We have compared the figures of 1913 with 1916 in order to show the changes that have taken place since the year before the war as compared with the last fiscal year. We have also included 1914 in this comparison.

These figures show that in these few leading items of exports, the increase of which is almost wholly due to war conditions, there has been an advance from \$890,252,968 in 1913 to \$2,670,496,854 in 1916. Here is an increase of \$1,780,243,886, while the total increase of exports of every description for the United States between 1913 and 1916 was \$1,843,891,416. And yet despite facts such as these, which are open to investigation of every man who wants to know the facts, Senator Underwood made the astonishing statement that the total exports of the things shipped abroad by reason of the war amounts to less than \$450,000,000!

In none of the articles mentioned would there have been any material increase between 1913 and 1916 but for the war. Certainly we would not have shipped abroad the \$96,000,000 of horses and mules, which were almost wholly for war purposes.

We would not have sent abroad \$164,000,000 worth of brass as compared with \$8,500,000 in 1913.

We would not have sent \$435,000,000 worth of foodstuffs, or more than double what we exported in 1913.

We would not have exported nearly three times as much in value of automobiles and trucks and aeroplanes and kindred things as compared with 1913, the gain being \$113,000,000.

Except for the demand for sulphuric acid and other chemicals used for explosives, we should not have added \$98,000,000 to these exports in 1916, nor would we have added \$33,800,000 to our exports of copper.

We also increased our exports of cotton goods by \$59,000,000, practically made up by the very heavy increase in value due wholly to the war and to the inability of Europe to take care of some of its cotton goods trade.

We jumped our shipment of explosives from \$5,267,000 in 1913 to \$467,081,000 in 1916, and of rubber from \$14,324,000 to \$35,180,000.

The demand for saddles and harness has been so great for Europe's war needs that our exports of leather and the manufactures thereof advanced from \$63,893,000 to \$146,613,000 in 1916 over 1913.

As we have already said, the shipments of sugar, due to the war, leaped from \$1,681,000 in 1913 to \$79,390,000.

Zinc and the manufactures thereof, used in the making of munitions of war almost wholly, had a jump from \$1,063,000 in 1913 to \$45,867,000 in 1916.

The increase of iron and steel was largely due to the almost insatiable demand of Europe for machinery with which to make munitions of war, for steel billets from which to produce guns and shells and other munitions, and for other iron and steel products that are being used on Europe's battlefields. The increase in iron and steel was from \$304,605,197 in 1913 and \$251,480,677 in 1914 to \$621,209,453 during the fiscal year ended June, 1916.

And yet Senator Underwood, before a supposedly intelligent audience of labor people, and with the authority of his position as a member of the United States Senate, makes statements so directly con-

trary to the facts as to claim that we are exporting "less than \$350,000,000 of war munitions and that the value of the clothing, food, mules, etc., shipped to the warring nations is about \$100,000,000, a total of less than \$450,000,000!"

AN OPPORTUNITY TO EXHIBIT COTTON AND COTTON PRODUCTS AT THE AMERICAN CHEMICAL EXPOSITION.

THE State Department of Agriculture, Austin, Tex., has a very complete and interesting exhibit of cotton and cotton products, all the way from the cotton plant to all the varied productions made from cotton and cottonseed, which, we are informed by Mr. William Wehe, cotton expert, the department would like to exhibit at the second Chemical Exposition in New York, but it has no money available for doing so.

The MANUFACTURERS RECORD has been asked whether it can suggest any railroad or any other interest that would be willing to bear the expense of transferring this exhibit and the necessary attendant or attendants from Austin to New York in order that the people of the East might have the opportunity of making this personal study of cotton.

It is to be regretted that the great State of Texas, rich in resources almost beyond compare and larger in area than Germany, has no funds available by which its Department of Agriculture can make such an exhibit, though it has the material all available. If there is any organization in or out of Texas which would be willing to undertake this expense, we are quite sure that the exhibit would prove one of the most interesting features of the American Chemical Exposition.

It is an interesting fact that the agricultural and geological departments of Texas have in the superb Statehouse at Austin splendid exhibits of the resources of that State—exhibits which if displayed in the North would command immediate attention—but the people of the East, except in rare cases, do not get as far South as Austin for the purpose of studying such exhibits. If the geological and agricultural departments could transfer these exhibits to the Chemical Exposition it would be worth not merely hundreds of thousands, but literally millions of dollars to Texas.

SURELY AN UNJUST CHARGE AGAINST PRESIDENT WILSON.

UNDER the heading "W. Wilson, Diplomat," the Times of Tampa says:

"In appointing Representative James Hay, chairman of the Military Committee, to a judgeship President Wilson played the diplomat and rid the administration of a man whose self-interest has made him a 'thorn in the flesh.'"

"Wearying of Mr. Hay and his tactics, President Wilson offered him the judgeship, and now the Democratic party has been able to cast off some ballast. Hay is satisfied and 'everybody's happy.'"

"Here's to W. Wilson, diplomat!"

We trust that the Times in felicitating President Wilson upon being "a diplomat" by ridding the House of Representative Hay and appointing him to an important judgeship in order to do so was incorrect. It would be an unfortunate thing for this country if Presidents, in order to do away with objectionable members of the House, used appointments to the judiciary for this purpose. That would be rather rough on the judiciary, and thus on the country. We have seen similar intimations from several Southern papers, but we are hardly willing to believe even on this testimony that President Wilson is guilty. The offense against honor is too great to consider for a moment.

JOHNSON, in his dictionary, defines the word "network" as follows: "Anything reticulated or decussated at equal distances with interstices between the intersections." We would rather admit the truth of the definition than to argue the case.—Western Recorder.

We commend your good judgment.

American Leaders in Science and Industry Discuss the South

MOST IMPORTANT SYMPOSIUM EVER PRINTED, DEALING WITH THE RESOURCES AND POTENTIALITIES OF THE SOUTHERN STATES AND THE RELATION OF THIS SECTION TO THE NATION IN TIME OF PEACE AND WAR.

MANY of the foremost scientists of the United States in the special issue of the MANUFACTURERS RECORD, entitled "The Chemical Potentialities of the South," to be published next week, discuss, from many angles, the material resources of this section and how they can be made to add to the nation's wealth in peace and to give security to the nation in time of war.

We do not believe that any other publication in this country ever carried, in any one issue, such a remarkable list of remarkable articles by so many of the foremost leaders in chemistry and industry in the United States.

This symposium shapes itself into a composite story of absorbing interest. It will necessarily broaden the thought of the whole country as to the South. It will awaken everywhere a realization of the fact that the South is indeed the nation's greatest undeveloped asset, and that the utilization of the South's resources to the largest extent possible is absolutely essential to the rounding out of national prosperity and to the safeguarding of the nation's life in war.

The list of articles for that issue and the names of the writers include the following:

Editorial: "My Country, 'Tis of Thee: The South's Relation to the Nation in Peace and in War."

"Chemical Science and Chemical Industry,"

By Ira Remsen, Ph.D., LL.D., Johns Hopkins University.

"The Role of Chemistry in the Industrial Development of the South,"

By Charles H. Herty, Ph.D., President of the American Chemical Society.

"The Synthesis of Southern Wealth,"

By Dr. Arthur D. Little, former President American Chemical Society.

"The Undeveloped Powers of the South,"

By W. R. Whitney, Ph.D., Research Laboratory, General Electric Co., Schenectady, N. Y.

"The Relation of Water Power to Crop Production,"

By Frank S. Washburn, President American Cyanamid Co., Niagara Falls, Canada.

"What the Chemist Means to Manufacturers. The Mistake Individually and Nationally of Low Pay for Chemists,"

By Francis P. Venable, Ph.D., Sc.D., LL.D., Chapel Hill, N. C.

"How to Correct the Economic Balance in the South: Raw Materials on Which to Base Great Industries,"

By John C. Hebden, General Manager Federal Dyestuff & Chemical Corporation, Kingsport, Tenn.

"Progress in the Chemical Development of the South,"

By David T. Day, Ph.D., petroleum expert.

"Chemical Industries and the South: Limitless Raw Materials,"

By Charles E. Coates, Ph.D., Professor of Chemistry, Louisiana State University, Baton Rouge, La.

"Chemical Industries in the South: 'Tremendous Development in the Near Future,'"

By Edward Hart, Ph.D., Easton, Pa.

"The Rosin and Turpentine Industry, and the Chemist,"

By John E. Teeple, Ph.D., New York, N. Y.

"The Development of Chemical Industries in the South and Southwest,"

By William B. Phillips, Austin, Texas.

"Potash as a By-Product in the Cement and Iron Industries,"

By Ernest F. Burchard, United States Geological Survey.

"Utilizing Our Raw Materials at Home,"

By Joseph Hyde Pratt, Ph.D., State Geologist of North Carolina.

"The Possibilities for the Manufacture of Chemicals of the Alkali and Alkaline Earth Groups in South,"

By Richard K. Meade, Consulting Chemical, Mechanical and Industrial Engineer, Baltimore, Md.

"Southern Iron Ores as a Source of Potash,"

By John Sharshall Grasty, Ph.D., Sc.D., Mining Geologist.

"Barium Chemical Industry in the South and Vast Resources of Barytes as a Foundation,"

By James M. Hill of United States Geological Survey.

"An Opportunity for the South in the Dye Industry,"

By P. R. Moses, President of Moses, Pope & Messer, Inc., Consulting Engineers, New York and Richmond.

"Dependence of Chemistry on King Cotton,"

By H. F. Wilhelm Wehe, Cotton Expert, Department of Agriculture, Austin, Texas.

"The South and the Awakening of Chemical Industry. The Relation of the South's Resources to National Preparedness,"

By Allerton S. Cushman, Ph.D., Director Institute of Industrial Research, Washington, D. C.

"Why Men Do Big Things in a Big Way: The South as a Virgin Field for Operation in Industry,"

By Charles Catlett, Economic Geologist and Chemist, Staunton, Va.

"Electro-chemical and Electro-metallurgical Outlook in the South,"

By H. D. Ruhm, President Ruhm Phosphate Mining Co., Mount Pleasant, Tenn.

"Relation of Industrial Chemistry to the Cotton Industry of the South,"

By Frederic Dannerth, Ph.D., Consulting Chemist, Newark, N. J.

"Petroleum and Natural Gas in the South as Chemical Resources,"

By John D. Northrop, United States Geological Survey.

"The South's Coal and Iron and Their Relation to World Affairs,"

By Edwin C. Eckel, Geologist and Engineer.

"Southern Chemical Industry: The Economic Balance. The South a Virgin Field of Possibilities,"

By Courtenay De Kalb, Economic Geologist and Mining Engineer, Tucson, Ariz.

"Certain Minerals as the Basis of Southern Chemical Industries,"

By W. C. Phalen, United States Geological Survey.

"The By-Product Coking Industry in South. Military Preparedness Demands Development of Dye Manufacturing in South,"

By C. E. Leshner, United States Geological Survey.

"The Resources of the 'Clinchfield' Country as a Foundation for Chemical and Industrial Interests,"

By Victor V. Kelsey, Chemist and Geologist, Carolina, Clinchfield & Ohio Railway, Johnson City, Tennessee.

"Mellon's Institute of Industrial Research Should Stimulate South to Establish Similar Institutions,"

By Raymond F. Bacon, Ph.D., Director.

"Relation of Chemistry to the Cottonseed-Oil Industry,"

By David Wesson, Manager Technical Department, Southern Cotton Oil Co.

"The Fertilizer Industry, Developed by Chemistry, and Its Relation to Agriculture,"

By F. B. Carpenter, Richmond, Chief Chemist Virginia-Carolina Chemical Co.

"Lime for Chemical Industries in the South,"

By G. F. Loughlin, Ph.D., United States Geological Survey.

"National Preparedness Cannot Be Made Possible Except Through the Development of the South,"

From members of the Naval Commission Board.

"The South as Viewed by Noted Experts. Some Striking Statements from Special Articles in This Issue."

The MANUFACTURERS RECORD has arranged to send a copy of that issue to every American member of the American Chemical Society, of the American Iron and Steel Institute, of the American Electro-Chemical Society, and to some thousands of other leading business men — manufacturers and bankers — throughout the country, in addition to its regular circulation. The issue will have a distribution of over 27,000 copies.

This, we believe, will be the largest and most desirable circulation ever given to any publication in this country in the interest of the development of any section of the country. It will be worthy of the writers and of their splendid contributions.

THE GOVERNMENT ARMOR PLANT SHOULD NOT BE LOCATED ON COAST.

IN a letter to the MANUFACTURERS RECORD Mr. Geo. N. Wise of Newport News, Va., says:

Is it not a good time to present to the Secretary of the Navy the reasons for locating his armor-plate plant on the seaboard? I remember a number of years ago a very interesting article in your paper, quoting, I believe, Mr. John Jernan Porter, in which it was practically stated that Pittsburgh, Birmingham and Hampton Roads were the three logical places for steel industries.

While efforts are being made to secure the location of the proposed Government armor-plate plant at various seaboard points, the MANUFACTURERS RECORD would strongly urge that there is no good reason whatsoever for the building of a Government armor-plate plant unless it be located far away from the Atlantic coast and from the Lakes. The only justification for building a plant of this kind under present conditions is to obviate the danger which the country now faces by having all of its armor-plate and munition industries in a limited area along the Atlantic coast, subject to capture by an enemy. For the Government to purchase any of the existing armor-plate plants, according to the right given in the armor-plate bill, or to build an armor-plate plant along the Atlantic coast would, in our opinion, be unspeakable folly. As much as the MANUFACTURERS RECORD would like to see the largest possible development of the iron and steel interests of Virginia and other coast States, it cannot possibly commend the efforts that are being made by seaboard cities to secure the location of the Government plant. The question at issue should be not merely one of a difference of a few dollars a ton in the cost of armor-plate making, for that is of comparatively small importance in contrast with the broader situation, which demands that the iron and steel and munition and armor-plate making must be shifted, to some extent, to the center of the country, either by the work of the iron and steel men of the country or by the Government itself, in order to safeguard the nation against existing dangers.

The suggestion lately made by Mr. Schwab and adopted by others that if the Eastern coast had been captured it would mean that our navy had been defeated and would need no armor plate, was short-sighted, as it failed to take into account the great Government and private shipyards on the Pacific coast, where, with armor plate available from an interior point, we might still have a fighting chance for building battleships. There is no justification for the Government's building an armor plant on the Atlantic seaboard.

Bearing on somewhat similar lines to Mr. Wise's letter is one from W. M. Hannah of Richmond, in which he says:

Have just read your article in issue of August 24, "Hampton Roads Should Have Big Steel Plant." I do not propose to discuss the location of the plant, but hope it can be located in Virginia. I am a citizen of Richmond.

I cannot agree with you that it is necessary or expedient for the United States to import iron and steel ores. There are thousands of acres of land in Virginia, adjacent to the Norfolk & Western and the Chesapeake & Ohio railroads, containing ores of fine quality, only needing capital to develop and ship to market. This is the psychological moment.

There are millions of dollars in this raw material which can be mined at small cost.

I believe there is no better investment to be had for our Government or individual investors. I hope you can see your way clear to advocate that raw material used in this Government plant shall come from our native land.

The suggestion of the MANUFACTURERS RECORD that a steel plant should be located at Hampton Roads has no reference whatever to the proposed Government plant. Mr. Hannah seems to have confused two ideas. The MANUFACTURERS RECORD does not believe that iron ore or other raw materials should be brought into this country free of duty. It has persistently opposed putting such articles on the free list. It believes that they should contribute to the revenues of the Government, and it would far prefer to see the iron ores and other minerals of the South developed rather than their place be taken by the importation of foreign ores. Nevertheless, there are certain conditions prevailing on the Norfolk & Western and the Chesapeake & Ohio which would make

the importation of foreign ores desirable for the operation of a steel plant on Hampton Roads and also for adding to the ore supply of Virginia furnaces. These two roads are now carrying westward thousands of empty coal cars, and if it were possible to find a return cargo for them the roads and the country tributary to them would be benefited thereby. The importation of iron ores, therefore, for a steel plant on Hampton Roads and for supplementing the ores of Virginia to the furnaces now existing there would be an advantage to that State. But these foreign ores should, we believe, be made to pay a good rate of duty for revenue to the Government and for adequate protection to the laborers and the capitalists whose interests are centered in the mining of ores.

HOW TO UPBUILD THE SOUTH.

MR. B. L. HAMNER, general development agent Seaboard Air Line Railway, Norfolk, Va., in a letter to the MANUFACTURERS RECORD, referring to the success that has attended his advertising, writes:

I am enthusiastic about the work of the MANUFACTURERS RECORD, and I only regret that more of those persons interested in the development of the South do not subscribe for and read it.

If it but had a circulation in the South of some periodicals devoted to fiction, it would be but a short time until conditions would be revolutionized.

Mr. Hamner's statement, we believe, is entirely true, for as large as is the circulation of the MANUFACTURERS RECORD in the South, it is not nearly so large as it should be.

It should be on the desk of every business man, indeed, of every intelligent man, regardless of his business or profession.

It should be in every college in the South, and wherever young men gather, that they might catch the inspiration of what, through special correspondents, the MANUFACTURERS RECORD is constantly publishing in regard to the limitless opportunities of the South.

If every reader of the MANUFACTURERS RECORD who appreciates these facts would induce some friend to subscribe or subscribe for some friend, this influence would be over night tremendously increased and the time would be hastened when conditions in the South "would be revolutionized."

How many of our subscribers can be counted upon for this kind of co-operation?

WHY NEWSPAPERS ARE PUBLISHED.

IF a newspaper is using \$2500 worth of paper a month—and many of them in the South are now paying that on old contracts—and the price for next year will be doubled, which many of them are now having to pay, their paper will cost them \$5000 a month, or \$30,000 a year. A few papers in the South make that much money, but no man wants to lose all of his profits just for the honor of publishing a newspaper.

The Federal Trade Commission is seeking the cause of the rise in the price of paper, but has been unable to locate it.—Mobile Register.

The Mobile Register is entirely too modest in admitting earnings of \$30,000 a year, for, of course, the Register must be doing as well as any other paper in the South. The figures are surely too small. Nevertheless, it would be a privilege to other newspaper people to know which papers are doing this, for they would then read them with closer interest and seek to follow more exactly after their business management. Indeed, there might be a scramble among other newspapers to secure the managers of such papers with the hope of getting similar profits.

In another respect the Register is wrong. Does it not know that every man who runs a newspaper does it "just for the honor" of publishing a paper and not for the profit that is in it?

If a man went into the newspaper business from the money-making point of view alone, he would give indication of a sad mental weakness, for if the same energy and activity and enthusiasm were given to any other industry that are given to the publication of a live paper, the profits earned would vastly exceed those that can be made in the newspaper business, and we venture to say that the editors and pub-

lishers of the Mobile Register and of every other paper in the South will be willing to admit this.

There is probably no other business in the world, except, perhaps, the preaching of the Gospel, where so much is given to the public for such small financial returns as in the case of newspapers. The public at large has seemed to look upon editors and publishers as "easy marks," always ready to contribute to the welfare of their community or of their country and get in return scarcely even scanty appreciation. Indeed, their chief satisfaction is in feeling that they have done something for humanity or for their community.

In every country town there are newspapers that are doing good work for their communities and receiving but little expression of appreciation, except in words, which do not butter bread. In the larger cities the newspapers are, with rare exceptions, the most powerful agencies for the business and the moral advancement of their communities, but these newspapers, too, have to take many harsh criticisms and smile and smile and be willing still to go on in the good work.

If, out of the present acute paper situation, there should come an awakening appreciation on the part of the public to the work that the newspapers are doing for the town and the city and the country, and a broader recognition of the value of such work, the heavy losses of the present might in the end be more than justified.

GEORGIA AND PROHIBITION.

THE Herald of Gainesville, Ga., commenting on the recent statement published in the MANUFACTURERS RECORD from the Greensboro (N. C.) Daily Record to the effect that Georgia proposes to collect 10 cents on each package of whisky that comes into the State, says:

The recent law is not a license law, not a tax put on whiskey for revenue, yet these two articles lead the public outside of the State to think so, that the impression may be created that the State of Georgia is licensing or taxing whiskey for revenue while the State pretends to have a rigid prohibition law on her statute books.

The fact is the State law allows an individual to order two quarts of whiskey per month for his own use, and requires the carrying companies to make a report of each such shipment to the Ordinary of the county where the shipment is delivered, and requires the Ordinary to record the name of the person receiving the whiskey. Under the prohibition statute no fee is provided for this extra work on the part of the carrying company nor the Ordinary for his work in making and keeping such a record for public inspection.

The new law, the one contorted so as to make it create an altogether false impression on the outside public, provided that the party receiving whiskey shall pay a fee of ten cents to cover this expense. Three cents of this fee goes to the carrying company for supplying the record to the Ordinary, and the remaining seven cents goes to the Ordinary for making and keeping this public record by which every shipment into a county can be traced.

We are glad to have this explanation and glad to know that Georgia is not seeking to secure State revenue from a traffic which it has made illegal.

BUSINESS MEN IN POLITICS.

INDEED, if the MANUFACTURERS RECORD will pardon us, we dare to tell it that we would like to see more politics in the South. We would like to see every business man take an active and intelligent part in it, for with politics the thought of the business man it will become more an agency for the expansion of the business life of the South.—Raleigh News and Observer.

We heartily agree with the News and Observer in this particular case in the desire to see the business men of the South take an active and intelligent part in politics. What we have now is too much politics by politicians and by people who have little at stake and who are not the dominating leaders in the development of the South. But if the real business men of the South should take hold of the situation and enter vigorously into politics there would be some overturning of things in this section that would put many a politician out of business. If these business men should, however, go against the tariff views of the News and Observer, it would, if we are not mistaken, call them "robber barons" and seek to raise the negro question against them.

The Rape of the Nation's Honor

WHAT SOUTHERN PAPERS SAY OF THE SURRENDER OF PRINCIPLE AT THE BEHEST OF FOUR MEN.

The honor of the nation, the welfare of democracy, the stability of our republic have been bartered for an imaginary present ease! Congress has yielded to the bulldozers! But the country's situation will be like that of the man who once puts himself into the hands of blackmailers, for then he finds that it would have been better to have tied a stone around his neck and jumped overboard, for henceforth he has ceased to be a man; he is but the servile, abject, cowardly, cringing semblance of a man, dominated by those who once have been successful in blackmailing him.

For honest and legitimate labor the MANUFACTURERS RECORD has the highest respect. It would seek for the largest pay and the shortest number of hours compatible with strength and with work and the highest advancement of humanity, but for men who dare, as the leaders of the railroad brotherhoods did, to bulldoze the nation by threatening starvation unless their terms were granted, it believes that no denunciation can be too strong for these men who using the power of the hundreds and thousands of good, honest men back of them and abusing that power—for we are sure many members of these brotherhoods would not uphold them—have wrought for the nation and for themselves not wisely, but disastrously. These men have sowed in the hearts of American people a hatred to labor unions, a hatred as great as that expressed by President Wilson when, in 1909, he wrote: "I am a fierce partisan of the open shop and of everything that makes for individual liberty." And yet these men are not deserving of condemnation one-tenth so bitter as are the men who, without even a struggle, yielded the nation's honor and voted as these men dictated.

These labor unions have made the people of this country determine that this nation shall not be ruled by organized labor any more than by organized capital. They have sown the seed of discord which will ripen into a bitterness that will know no end until the evil that has been done has been destroyed and until it shall be made known throughout the length and breadth of the land that no organization can, by the power of threats, the promise of votes or for other things, trade away the nation's independence.

Is This Great Republic of Ours Drifting Onto the Rocks?

[The Augusta (Ga.) Chronicle, September 3.]

That piece of political perfidy which was enacted in the house on Friday and in the senate of the United States on Saturday—in answer to the defiant demand of certain railroad brotherhoods, which stood, "stop watch in hand," as one senator aptly expressed it, threatening to tie-up every railroad in the country unless congress came to time with a federal statute providing for an "eight hour day with ten hours pay" without arbitration—may serve to stave off an immediate clash with a certain element of organized labor, but, as sure as the sun shines, it will rise again to plague this government and its people from the highest to the lowest.

Nothing more revolutionary has been done in any civilized country, with the possible exception of Mexico, since the French revolution itself. And we have made much the same sort of history in America this past week as heralded the "reign of terror" which preceded the French republic. Let us not forget it, for inasmuch as history has repeated itself

so far, history will repeat itself still further—unless, perchance, enough strong men arise to hold back the storm.

For what has happened—this cringing sacrifice of principle to expediency—the country has President Wilson to thank; for it was he who first sought to make political capital out of this national crisis, or, else, was too pitifully weak to display the strength of a strong man in a great emergency. And a pliant and suppliant congress—fed to mental obesity out of the "patronage" spoon—was only too easily coerced into following the president's lead.

So we have the spectacle of the government of these great United States, with their 100,000,000 of people, surrendering abjectly, with eager haste, to the uncompromising, unarbitrable, demand of an army of only 400,000 men—and these armed only with the ballot.

Is this the place among the nations of the earth that the American republic has struggled one hundred and forty years to attain? If so, may God have mercy on its future. For, as the Manufacturers Record so well says:

"By the side of this question that of the tariff, which has seemed supreme in impor-

The question has not been settled. No great economic or ethical question is settled until it is settled right. The labor unions have lost the friendship of millions who had believed that they were doing some good and who, unlike President Wilson, were not "fierce partisans of the open shop," but henceforth the man who will really lead in following President Wilson's desire to be "a fierce partisan of the open shop" will find that he has a big majority of the American people back of him.

The papers of the country are discussing these questions with unwonted vigor. While some of them have been willing to seek domestic peace, regardless of the sacrifice of honor and principle, many others are vigorous in their denunciation of this policy. From a few Southern papers, in order to show the vigor with which many of them are denouncing the surrender of Congress, we are taking a few extracts. Many of them are strikingly strong. The Baltimore Sun, for instance, one of the most ardent supporters of the Democratic party and of the Administration, one that was a leader in demanding some Congressional action, seems to have caught a new vision of the subject, and on Monday last, among other things, said:

"Like dictators, they established themselves in the Capitol, and at the point of the strike bayonet forced Congress to obey their orders. * * *

"They carried their defiance of public opinion so far as to announce immediately after the passage of the emergency measure by the Senate that they would not rescind the strike order until the bill became a law with the President's signature attached. And the extraordinary spectacle was presented Saturday evening at the capital of this country of the President of the United States having to beg the big railroad chiefs, through his Secretary of Labor, to call off the strike before his actual signature was appended to the measure, and to accept his word of honor as a gentleman that he would sign it without fail bright and early Sunday morning."

Other papers are equally as vigorous and show that they have clearly sensed the significance, the real meaning, of this momentous hour in the life of the Republic.

tance, or that of 'preparedness,' vital to the nation's existence, almost seem to sink into insignificance, for what is the use of trying to save a country from poverty or to save a nation from destruction if the nation is composed of a hundred million people who are willing to sacrifice principle for temporary convenience, or who are willing to be blackmailed into yielding principle because of the threat that they will be made to suffer financially if they do not do so?"

Alas! it is the most shameful surrender of principle that has ever yet stained our country's history. There was in it none of the "spirit of '76," when a mere handful of American colonists fought for eight long years, the greatest nation of the earth, to throw off the yoke of "taxation without representation." There was in it none of the "spirit of the sixties," when this young nation split in twain and spilled the blood of its countless thousands—rather than either side should surrender "principle to expediency."

It is, indeed, an invitation to any foreign foe to make upon us at will lesser or greater demands—believing that we have grown so bloodless as to be

willing to surrender almost any principle without resistance. For if an unarmed army of 400,000 men within our borders may make a president of the United States tote and fetch and a congress kneel and obey, what might not an army of 4,000,000 men hope to accomplish?

But the deed is done, so far as it is within the power of congressmen and senators and a president to do; one and all, either so enamored of politics, or so cowed by fear of political consequences, as to supinely yield to a few organized labor "brotherhoods" the right to rule or ruin the country.

For, mind you, this shameless surrender does not stop here. It is, indeed, but the entering wedge. Others are but waiting to be heard from. And why not? Why should a law be passed fixing an "eight hour day with ten hours pay" for one class of citizens—and these already, by far the best paid in their calling—without extending it to all classes? The men in the mills, on the street cars, the clerks in our stores, the laborers in our fields, the very servants in our families, will be fools, indeed, if they do not come forward to claim their share in this "new civilization."

Only the supreme court of the United States—whose members are chosen for life and who are, therefore, independent of the "political effect" of their action—remains to say whether or not the Constitution of these United States can be re-written by the president and congress thereof. It alone may forestall the impending revolution—unless, perchance, the people, themselves—the unorganized, untrammelled voters of the land—take it into their heads to turn out of office every man who thus reversed the fundamental principles of a democracy and delivered over the government of the majority to a ridiculous minority; and, thereby, save the republic to their children and grandchildren.

Unless either the people or their courts undo this revolutionary legislation—this "stand and deliver" mandate of the buccaneer brotherhoods—then, indeed, is this great republic of ours drifting onto the rocks.

"Brotherhoods Will Have Reason to Regret Arbitrary and Arrogant Course."

[Baltimore (Md.) Sun, September 4.]

We all rejoice today that the brotherhoods' bludgeon has not been brought down crushingly upon our heads, but while thankful for our escape from the vicious blow, we are in no mood to kiss the hand that threatened to smite us. Frankly, we believe the brotherhoods will have reason to regret the resentment which their arbitrary and arrogant course has provoked. Public good-will is an asset which they cannot afford to throw away, and they may find that while temporarily triumphant they stand to lose more in popular sympathy and support in the long run than they have gained for the time in wages. * * *

Like dictators, they established themselves in the Capitol, and at the point of the strike bayonet forced Congress to obey their orders. * * *

Obviously Congress cannot afford to leave the matter as it stands at present. In the circumstances, it was forced to surrender in order to protect the life of the country. With a pistol as his head a man is glad enough to save himself by any means in his power. But the interests of society and the dignity and self-respect of the Government demand that no such humiliating incident at this shall be permitted to occur again. * * * At least 80 per cent. of the American people want a definite assurance that they will not again be subjected to the compulsion of brotherhood threats whenever the members of the railroad unions take it into their heads to make a new demand. They chose their time well this year, when the menace of a strike was peculiarly serious to both business and political interests. If no further legislation is passed, how can the country know that the same thing will not occur again two years hence or four years hence?

The Government of the United States is founded on the principle of a square deal for everybody. There can be no privileged or favored classes under it without weakening its foundations. Popular wrath against corporations was aroused to fever heat a few years ago because that principle was violated in favor of capital. But favoritism in any form is repugnant to the

American sense of justice, and tyranny is as abhorrent when exercised by the union as when exercised by the corporation. The insolent and dictatorial attitude assumed by the brotherhood leaders in connection with this strike business has disgusted all fair-minded men. They carried their defiance of public opinion so far as to announce immediately after the passage of the emergency measure by the Senate that they would not rescind the strike order until the bill became a law with the President's signature attached. And the extraordinary spectacle was presented Saturday evening at the capital of this country of the President of the United States having to beg the big railroad chiefs, through his Secretary of Labor, to call off the strike before his actual signature was appended to the measure, and to accept his word of honor as a gentleman that he would sign it without fail bright and early Sunday morning.

"Is Peace so Sweet as to Be Purchased at the Price of Liberty?"

[Newport News (Va.) Daily Press, September 1.]

Suppose the stockholders of the railway systems of the United States had banded themselves together and served notice on the Interstate Commerce Commission that unless they should be allowed to raise their rates on 10 days' notice, they would tie up all the railways, cut off the food supplies of the cities, throw out of employment not only railroad employees, but the employees of all industries, bring countless thousands to the very verge of starvation and precipitate a national calamity (to use the words of the President), would Congress have rushed through pell mell a bill instructing the Interstate Commerce Commission to yield to the demands of the railroad owners? * * *

We are told that Congress has acted in the interest of peace. But is peace so sweet as to be purchased at the price of liberty? And does this submissive action of Congress tend to bring stable peace? Is it not an incentive to agitation? Is it not an invitation to every other vote-controlling organization to raid Congress and make selfish demands? Nay, is it not pandering to the selfishness of an organization which threatened to paralyze the transportation facilities of the country with its nation-wide results? Is it not confession on the part of Congress that a fraction, and a small fraction, of citizens have it in their power to bring disaster upon the entire country?

These are questions for the people to consider in serious meditation. It is a crisis in the nation's affairs. We are brought face to face with the question whether the whole people or a small fraction of the people rule Congress. It is time for the people to ask themselves whether or not Senator Tillman spoke the truth when he said that members of Congress are servile to organized labor.

Of Deep, World-Wide Significance.

[Macon (Ga.) Daily Telegraph, September 3.]

The situation is about like this: The brotherhoods have won a victory in that on a threat to lay down their work and starve the nation the lawmaking body of that nation has hastened to enact a law forcing the men who supply the money to the payrolls to pay out each month just what the brotherhoods, the workers, demanded at the first they should be paid. (The modifications from the original demands are slight.) The railroads are given to understand future legislation may see to it they are kept from actual loss by provision for rate increases.

The two strongest brotherhoods have won in the most epoch-making coming to grips between capital and labor the world has ever known, greatest because one must judge by the significance of the political victory the workers have achieved. The telegraphers and shopmen will necessarily be next. In view of the victory of the brotherhoods, already given what they asked, brotherhoods that needed it far less than the next two or three to come for their meed, it is ridiculous to say the move will not be made. They have a right to want a law giving them what they want, and as they can tie up the country with the proper support from other unions, who in turn will be wanting to come for their "cut-in"—they will get that law in good

time. In the passage of time all classes of railroad employees should have their demands secured by law and the railroads compensated by further rate increases.

From the railroads to the telegraph companies, to the great industrial producing corporations, such as the United States Steel Corporation, the great flour mills, the packers, the lumber producers—all separate industries with great classes of employees who could speedily organize, and certainly should do so without delay in light of what the two railroad brotherhoods have achieved—is but a short and logically natural step. The question of right or wrong, of whether they are entitled to what they ask for, will not enter into the question at all—necessity will make its own law, expediency will mould the policy of the moment just as it has done in Washington the week so shortly come to an end. In turn, those classifications of industry not organized as the railroads are will be forced to, and the extra cost of production passed on in agreed upon and adhered to extra charges to the consuming market. * * *

If this Brotherhood of Man, politically called Socialism, is not a good thing, if it is what the majority of Americans believe it to be—then the races of the future will write the names of Woodrow Wilson and Charles Adamson and Francis G. Newlands * * * well, as the men who put through a freak and anarchistic bill during a certain pannicky period in the nation's industrial unrest called the Adamson bill—a law that the Supreme Court promptly relegated to the limbo where it belonged.

One thing or the other—but whichever way one of the most remarkable, most vital pieces of legislation ever enacted in the history of the earth. Its final disposition will mark the choice at the forks in America, and eventually for all the world, one way or the other.

Wilson's Invocation Should Have Been "God Help the Republic."

[Greensboro (N. C.) Daily News, September 2.]

Mr. Wilson, before surrendering to the single-bore opportunists who are managing his campaign, should rather have pronounced this invocation: "God help the Republic."

The Daily News once more feels itself undone. Upon more than one occasion this paper has sought to support the President, only to find that he had changed his mind, or his position, sometimes over night. Only yesterday we recorded an earnest desire to support Mr. Wilson in this crisis, and we ventured the opinion that the press generally would be glad to do so. But we likewise expressed the hope, despite reason and experience, that Mr. Wilson would stand by himself. It was a work of supererogation.

We are profoundly sorry that Mr. Wilson could not have seen his way clear to do the American people the justice to believe that, if he addressed to their sense of fairness an earnest and sincere appeal for support, he would have received this support in abundant measure.

The Daily News wishes to say here that it has no desire to do Senator Simmons an unkindness. We approved, without reservation, the stand the Senator had taken, but we disclaim any desire to embarrass him. We withdraw the indorsement.

It may be that the Senator, in seeking to give his support to the program which the President appears to have advanced as a feeler, said things he will want the public to forget, since the issue was allowed finally to revert to the realm of practical politics. We shall not, therefore, recall, to his possible discomfort, that in trying to support the President's short-lived program he made to the discussion a real intellectual contribution.

As we see the Adamson bill, it is outrageously unfair to the railroads. It assumed, in the first place, the essential dishonesty of the managers, in their claims that the roads could not meet the increased charges. It denied to the railroads their day in court by abrogating the principle of arbitration.

It is unfair to the brotherhoods, whatever they may think of it for the moment. It is a temporary settlement. The legality of the act is certain to be challenged, and it may be found that the brotherhoods have been effectually, if unwittingly, gold-bricked. It would have been far better to have permitted the Interstate Commerce Commission to have impounded their pay.

pending prompt and honest investigation of the merits of their case, and then to have secured a just as well as an enduring decision. It would have been infinitely better to have secured a decision which the public knew to be right and proper.

It may be that in time the companies could afford to pay the men more than is contemplated in the present political adjustment, and this future fairness and justice would have been assured to the brotherhoods under the legislation proposed by the President and abandoned under pressure from misguided labor leaders and nervous politicians.

The next time the brotherhoods foregather in Washington on such a mission they may encounter some statesmanship. It would have been vastly better for all concerned to have settled the controversy right, with the public knowing it to be right, than to have settled it with Washington trembling from fear of possible political reprisals.

The Adamson bill may impose hardships upon, as it discriminates against, the thousands of men employed by the railroads, but not included in the membership of the brotherhoods. It discriminates against a class, within a class. There is no equitable distribution of benefits.

"Most Pusillanimous Act in History of American Congress."

[St. Louis (Mo.) Globe-Democrat.]

The passage of the eight-hour bill is the most pusillanimous act in the history of the American Congress. We are unable to recall a single instance when the legislative body of the United States Government so abjectly surrendered its right of deliberation as it has done in this case. Urged to immediate action by a frightened executive, it has rushed through legislation of the most radical and revolutionary character—legislation that is probably, if not certainly, unconstitutional, without the slightest effort having been made to weigh its justice or injustice, without the least consideration of its possible consequences. It is probably true that by this act a public calamity has been temporarily averted, but that does not alter the fact that it has been done under duress, that the great Government of the United States has raised the white flag without even a show of resistance.

We say this in no spirit of opposition to the principle of the eight-hour day. Quite the contrary. But the right or the wrong of the application of that principle to the railway trainmen is at least a debatable question. It may prove to be beneficent in its operation, but Congress does not know this. Nor does Congress know that it will prove most disastrous in its application. It is a technical matter as to which the ignorance of Congress is as profound as that of the public generally. Congress has made no effort to inform itself. It has not attempted to investigate the merits of the case. It has thrown up its hands. The provision for a post-mortem inquiry is without significance. Whatever may be the report of the commission, the eight-hour law will stand undisturbed by Congress. That is a kind of legislation that is practically impossible to repeal in a democracy. The railroads may be bankrupted by the act, the public may have to pay tremendously for its maintenance, but it will continue in force unless the courts declare it unconstitutional. That the courts will do so, because of the wage section, is quite probable, but that prospect does not relieve the Congress of the responsibility for whatever consequences may come from the establishment of this precedent of hasty legislation under compulsion.

A Pitiful Surrender.

[Richmond (Va.) Evening Journal, September 4.]

Taking dictation from Chairman Adamson of the House Interstate Commerce Commission Committee that the eight-hour, higher-wage bill demanded by the President should not be changed by the dot of an "i" or the cross of a "t," the mighty United States Senators, although whining and fretting like restive children in a nursery, swallowed the brimstone and treacle diet furnished by the dominie of their party. Without debate, without information or facts to guide their conduct, the "conservatives" of Congress abjectly acquiesced in the legislation thrust upon the country by the threats of a few men representing less than one-half of 1 per cent. of the population, aided and abetted by the President of the United States. The alternative, an amendment to the conciliation and mediation board Federal statute, they abandoned, although its passage, with the emergency clause, would have stopped the proposed strike. It was a complete surrender of power, dignity and constitutional authority, the most inexcusable breach of trust the country has witnessed in several generations.

In the first place, the bill is a make-shift, a lame crutch, as best. As Senator Kenyon, a good friend of labor, declared: "It is a fraud, a sham, a humbug," and he voted against it because Congress has had "no opportunity to consider the effects or to investigate the facts upon which to legislate for a proposed ten-hour pay for an eight-hour day." In emphatic language he said: "The verdict of the future, especially labor itself, will, in my judgment, verify the statement that the best friends of labor today are the men who oppose the passage of the bill." Senator Underwood's amendment authorizing the Interstate Commerce Commission to fix wages of the employees of the interstate roads, a logical sequence to the present bill, was defeated, both the Virginia Senators negating it by their vote; they also voted in favor of the bill, as did Representative Montague, in the House.

It is a pitiful surrender of the national lawmaking body. United States Senator Borah tartly observed: "If, indeed, we are met here with a demand which we cannot postpone, which we must execute without information, and, most of all, which we propose to execute without information, then, indeed, the spirit of the fathers has departed and the halo which has hung about this chamber through more than a century past will soon be dissolved."

When told that the bill he had ordered fastened upon the country was ready for his signature, Mr. Wilson is reported to have said, "It is the climax of a very happy day." But not for the country.

An Engaging Spectacle.

[Asheville (N. C.) Citizen, September 3.]

As matters now stand, there is the possibility that the trainmen will lose what they temporarily gain by legislation in the court findings to the effect that the eight-hour bill, as passed yesterday, is unconstitutional because it is class legislation. Whether the law is unconstitutional or not we are not prepared to say, but prominent lawyers in various sections of the country are reported to have stated that the bill would not stand the test in any court. However, all this is beside the question at present in view of the very welcome fact that there will be no strike in the immediate future. In any event, future generations, as well as the present generation, will look back with mixed feelings on the spectacle of the national lawmaking body of a great world power breaking its neck to pass legislation in order to save the country from a calamity that would wither and blight its commerce and industry.

"Fraught With Injustice All the Way Through."

[Staunton (Va.) Daily Leader.]

The President is acting on the theory that it is better to settle the impending strike wrong than not to settle it at all. If Congress acts on this view, it will commit a grave mistake. It were far better to have the contest and fight it out before the public than to commit an injustice either to the public or to the railroads and their owners, for the temporary advantage of a truce which cannot be lasting peace unless at the cost of great injustice to vast interests.

The President assumes—and he is trying to bring Congress to the same way of thinking—that the eight-hour day is inevitable; that it is right, and that now is the time to fix it on the railroads of the country for all time. That is an assumption that it would be difficult to prove.

See what the eight-hour day is going to bring if it is forced on the railroads. There is confessedly the necessity of increasing, because of it, the wages of the men.

That money must come from somewhere. Railroad earnings are already too small to pay interest on the investment, and cannot for long come out of present earnings. The only source, then, is the people; the rates will have to be increased; the President looks to their being increased, and they will be increased.

An increase in the rates means that transportation of all American products will be more costly. This will react on every class of citizens. The farmer will be less able to compete with other nations in the sale of his wheat, corn and cotton abroad, because it will cost more to get it abroad. The manufacturer will meet the same difficulty with his manufactured products. It tends, just to the extent of the increase, to cut Americans out of the markets of the world, where competition was already before the war very keen, and will again be very keen. It is a serious matter.

This leaves out of consideration the increasing disparity that will thereby be caused between the pay of the trainmen and other classes of railroad labor, and makes it increasingly difficult for these other classes ever to expect any amelioration of conditions. The thing is fraught with injustice all the way through.

How Cleveland Settled It.

[Tampa (Fla.) Morning Tribune.]

When Grover Cleveland was President a railroad strike covering the West and Southwest was instituted. It grew out of a strike of the employees of the Pullman Company, the railroad employees refusing to handle Pullman cars in sympathy with the Pullman strikers.

Almost immediate resort to violence on the part of the strikers followed. Trains were seized, others wrecked and the strikers seemed determined to take the law into their own hands and stop at nothing. Chicago was the center of the strike troubles, and the Governor of Illinois, Altgeld, happened to be in sympathy with the strikers. He did nothing toward checking or punishing the daily acts of violence, which menaced property and life. At this juncture President Cleveland intervened, because of the interference with the mails. His Attorney-General, Richard Olney, sent the following orders to all district attorneys:

See that the passage of regular trains, carrying the United States mails in the usual and ordinary way, is not obstructed. Procure warrants or any other available process from the United States Courts against any and all persons engaged in such obstructions, and direct the marshal to execute the same by such number of deputies or posse as may be necessary.

Disorders were not stopped by this plan, and Governor Altgeld joined the disturbers in defying the Federal authority. No other remedy appearing in sight, the President ordered Federal troops to Chicago. This stopped the disorder forthwith, and in comparatively short time the strike was at an end. Later appeals to the highest courts sustained the action of the President. The Supreme Court held that the President is justified in "direct interference to prevent a forcible obstruction" of interstate commerce and the transportation of mails, and that a court of equity has a right to issue injunctions "in aid of the performance of such duty."

Disgraceful Act, Unparalleled in American History.

[Jacksonville (Fla.) Times-Union]

Congress has just passed an act that, so far as we can recall, is unparalleled in American history. It was a disgraceful act. Congress represents the United States of America—a nation with more than 100,000,000 inhabitants, the wealthiest and most progressive nation on earth, and one of the most powerful. In behalf of that nation Congress surrendered to the demands of a comparatively small percentage of the men engaged in transportation without investigation and without consideration.

There was no reason to believe these demands were just. When the demands were made the railroads proposed to leave them to arbitration, preferably the decision of the Interstate Commerce Commission, a body which was better posted than any other tribunal that could have been secured as to the facts illustrating the

justice or the injustice of the demands. This the trainmen refused, and demanded unconditional compliance on the part of the railroads calling a strike in case their demands were not complied with. * * *

The debate in Congress indicated the belief that the demands were unjust, but because of the inconvenience and suffering the men who made the demands were able to inflict on the people and the fact that they were determined to inflict them, Congress surrendered hurriedly and abjectly. We do not believe the American people approve of this sacrifice of national honor. We do not believe that they wish this Government held up by a handful of men. We believe they would much rather have submitted, if necessary, to the loss the strike would have entailed upon them than to have had the Government set the precedent of surrendering to the demands of a small class, not because they were just, but because if the men making them were not propitiated they could and would bring disaster.

Democracy on Trial.

[Charlotte (N. C.) News.]

The spirit of rebellion is still rampant. The dominant determination that the issues between the railroads and their employees should not be submitted to arbitration—the only sane and sound and ultimately effective method of settling every dispute—is still a contention, unharmed and untouched, as militant as it was that moment when the railroads refused to grant what their employees demanded and the employees refused to work unless their mandates were obeyed. We have not arrived anywhere. We have not moved in any direction. The only good that has been done is negative. Congress has simply smoothed over a temporary period of probation what must be ultimately determined once and for all, what shall be the basis of settling the issues arising between capital and labor. Hitherto we have been disposed to believe in and accustomed to the practice of settling such matters by a neutral board. Now we pass up this method—the only method that precedent has furnished us—and seek some other arbitrary and empirical process. We have gained nothing. The principle that is behind the disturbance arising between the trainmen and their employers has not been vindicated or adjudged culpable. The issue is unmolested.

Why not go to the marrow of the situation, why not apply the surgical instruments, why not cut the old sore wide open and find out where we stand as a nation of sovereign citizens, believing in the ultimate dominance of democracy and continuing in the faith that this is a land that is unyielding to any other faith than that there shall be enjoyed by all "equal privileges and special favors to none."

The trainmen are not on trial in this controversy. Neither are the railroads of the United States. Democracy is the defendant at the courthouse.

Made "An Impossible Proposition Through no Commendable Motive."

[Augusta (Ga.) Chronicle, September 1.]

As indicating a state of affairs in this country that should not be possible in any country which assumes to be governed by law and constituted authority, it may be fairly said that not even an impending declaration of war could create more excitement and uneasiness than has been occasioned by the threat of four railroad brotherhoods to tie up every railroad in the United States unless the latter accede to the former's demands for "an eight-hour day"; but which, in reality, means a wage increase of from 20 to 25 per cent. * * *

Unfortunately, however, it cannot be said that the public sentiment of the country so fully endorses the President's method of avoiding such a strike, for, reading between the lines, it has been impossible to avoid the conclusion that he could not, or did not, lose sight entirely of the politics of the situation. Instead of doing what he could have so easily and just done, by calling both sides to arbitrate the whole question at issue, he simply demanded that the railroads accede to the chief demand of the brotherhoods and leave the balance for further "investigation and adjustment"—

there being little else to adjust after the main issue of an "eight-hour day with 10 hours pay" was settled in the affirmative.

Such a condition was so revolutionary—for it would have fixed industrial conditions in this country for all time; inevitably extending to all other lines—that the railroad officials simply could not accede to it, even under the practical threat of confiscation of the properties which they represent.

Thus balked in this effort to make for himself an enormous amount of political capital at the expense of the railroads of the country, and, inevitably, out of the shippers—for it is understood that the President even went so far as to virtually promise the railroads "compensations" for this concession—he, forthwith, fell back upon Congress with a proposition for fixing an eight-hour day by statute, and also for a form of compulsory arbitration designed to cover such cases in the future as well as a plan for compulsory service whenever the necessity arises.

Thus, it seems to us, he has made a bad matter worse; for, after making an impossible proposition in the first place—and through, we fear, no commendable motive—he next proposes a "remedy" for the future that can be in no way pleasing to the very people he started out to please.

Verily, he seems to be no more of an adept at adjusting great railroad problems than he has proven himself to be in settling our troubles with Mexico, in the which he has sent two armies into that unhappy country—with no other alternative than to withdraw them without causing the flag to be "saluted," in the first place, and without "capturing Villa," in the second place.

Under Watch and Pistol.

[Greenville (S. C.) News, September 4.]

One hundred million American citizens, who had most at stake, were not consulted by their representatives in the Congress of the United States who Saturday surrendered their legislative power to organized railroad labor in this country. The people of the nation have not passed upon the merits of the brotherhood demand for an eight-hour "basic day" as the measure for fixing wages, which is equivalent to a demand for higher wages; but they have witnessed the method employed in the hold-up, and stamp upon it the seal of their severest condemnation. Threatening 100,000,000 men, women and children of the United States with starvation and America with commercial and industrial war, railroad labor, holding a watch in one hand and a pistol in the other, has said to Congress: "If you don't give us what we want by Monday morning, we'll blow the business of this country to pieces, stop the United States mails, paralyze the railroads and let the people starve."

As the New York Times has said, railroad labor has blackmailed the whole nation under the threat of a strike, extorted from a nation's legislature a special act granting the demands of the brotherhoods without giving time to inquire into its justice or practicability, put upon the country an "intolerable humiliation," reduced the American people to "a condition of vassalage," since they have not been permitted to enact laws that freely express their will, and have been held up and forced to instant compliance with the terms imposed upon them by the leaders of organizations representing only 400,000 people. Never before has the Congress been forced to make laws "under the threat of a small part of the people to do immeasurable and irreparable injury to the others. If such an outrage can be put upon us unresisted, we have lost our Republican form of government."

Moreover, the storming of the Capitol was adroitly timed. In the midst of a Presidential campaign, the brotherhoods sprang their unreasonable and extortionate demand and menaced the closing months of the most successful and peaceful administration that the country has known in 50 years with national disaster and ruin.

The country has paid dear for this "peace at any price." A most dangerous precedent has been established. How will another group of men, representing other vital interests and possessing like power, confront Congress with a like demand? Where will this policy of surrender end? What has become of "the rule of reason" which is supposed to govern the settle-

ment of economic questions in this Republic? What has become of our sacrosanct doctrine, hallowed by the fathers, of "equal rights for all and special privileges for none?" Is the constitutional process of deliberate legislation to be subverted by a form of mob violence? Is this a government of law or a government of men?

Force has invaded and dominated the legislative and executive departments of the Republic, but, before the third, railroad labor must obey the command, "Stand back!" From Congress temporary triumph has been won, but the final arbitrament of the question must come from the highest tribunal in the world, the Supreme Court of the United States, to whom no man, no class, no power, no privilege dares say, with watch in one hand and pistol in the other, "Stand and deliver!" Exalted above politics and unmoved by the fate of political parties, the judiciary will say whether or not this legislation violated the Federal constitution by discriminating against a class of American citizens, whether or not by confiscation it deprived American citizens of their property without due process of law, and whether or not the Congress is vested with power to impair the obligation of contracts and destroy the freedom of contract by fixing the wage which any person shall pay another.

The still, small, but mighty, voice of justice is yet to be heard. The American people have yet to render their verdict.

"The Humiliation Is Complete."

[Chattanooga (Tenn.) Times, September 1.]

The picture presented to the American people in our news columns of yesterday morning was: The heads of the four brotherhoods of trainmen who issued the strike order, sitting on a joint throne with arms folded and their eyes blazing a consciousness of power, while the President, the head, and the Congress, the representative of 100,000,000 people—men, women and children—are prone upon the ground, kowtowing to royalty, pleading for the poor concession of a postponement of the misery, the suffering, the loss and the peril the "king" is about to impose upon an apparently helpless country! The humiliation is complete when the answer comes from the dictators: Nothing doing; we cannot, which means will not, recall the order, and unless the President, the railroads and the millions of laboring men and the other millions of innocent citizens grant immediately our demands, the catastrophe must fall, and the consequent paralysis of all the business and industry of the country must follow, together with all the consequent distress and human suffering that waits upon it! * * *

The Memphis Herald, a staunch believer in organized labor and a defender of trades-unions, says:

The announcement sent out to let the strike take place Labor Day is a shame and a sin upon the hard-working class, whose principles are upright and honorable and who would never sanction throwing a whole nation into distress. Labor Day should not be disgraced by imposing upon it a movement that hurts every other union and makes a nation suffer. The brotherhood is emboldened because of its great strength. It has asked no aid from organized labor, because it has the arrogance to believe itself bigger and more powerful than all the other opposition combined.

Now that it has made its pronouncement, not looking or caring for the consequence, let public sentiment speak out—let the word go to the President from every nook and corner—down with the tyrants who show no mercy to the power that created them.

President Was Unfair.

[Montgomery (Ala.) Advertiser, September 2.]

The men, on the other hand, win almost a complete victory in the proposed legislation. The President sided with them quite openly and frankly. He advocated arbitration, but he dropped his insistence for arbitration in the face of the men's refusal to accept it. In his address to Congress the President had some excellent things to say of the principle of arbitration. He still hopes to see it established some time in the future. But he refused to insist upon it in the pending controversy. He told Congress: "It has been rendered impossible by the attitude of the men."

He refrained from telling Congress why the President of the United States gave in on that principle, when he could have demanded legislation from Congress

for arbitration, as he demanded legislation for the eight-hour day.

He was altogether much harder upon the railway managers than upon the employees. He said with some severity of the railway executives: "They have thought it best, if they should be forced to yield, if they must yield, not by counsel, but by the sufferings of the country." Inasmuch as the issue was precipitated, not by the railroads, but by the men, who are threatening to strike, this was unfair. This and other utterances made it plain that the President's sympathies were definitely committed to the men.

"It Is Time That a Halt Was Called."

[Greenwood (S. C.) Daily Journal.]

As we see it, certain men in the employ of the railroads who are already overpaid are demanding unreasonable concessions from the roads. The rank and file of the employees are not raising any trouble, and they will be in no way benefited by anything that may be granted the unreasonable crowd who are out to wreck and ruin.

It seems that the roads have gone just about as far as they are able to go, and we believe that this thing has got to be settled at some time, and the sooner the better. The people of the entire country will have, at last, to bear the burden that these strike makers are trying to place upon the roads. This is fully understood, and public sentiment will place the responsibility where it properly belongs. Samuel Gompers and his crowd have oppressed the country long enough. It is time that a halt was called. We have no sympathy whatever with Congress in passing a law to gratify people who are showing themselves to be entirely unreasonable. They are for self and have no regard for the common welfare of the country. They are just as little concerned about their fellow-laborers as they are for the men who are higher up.

A Shameless Surrender of Principle to Expediency.

[Augusta (Ga.) Chronicle, September 2.]

Clearly, it would be just as lawful for Congress to fix the wage scale—by providing "eight hours work with 10 hours pay"—for railroad clerks, stenographers, auditors, etc. A proposition so manifestly absurd that no one would think of proposing it.

Of course, such a law won't stand. It is not intended to stand. It is merely a play for time—until after the national election. Politics—simple, but not pure.

A shameless surrender, rather, to the purely selfish demands of a body of men who are supposed to control some 400,000 or more votes.

How much better, and more like organized government, would it be to meet such issues fairly and squarely, and settle them on their merits—without regard to the "political exigencies" of the case.

Well may it be asked—whither are we drifting? Or perhaps "plunging" would be the better word.

"The Public Will Not Soon Forget It."

[Chattanooga (Tenn.) Sunday Times]

The brotherhoods are responsible not for the peace that is to follow, but for the conditions that rendered the passage of this act imperative, as the Congress apparently believed. They have employed the power they temporarily had of the giant to the uses of the tyrant. They refused arbitration when, as a matter of fact, it was not the eight-hour day at issue, but wages. The brotherhood chose to approach the American people with one proposition to which society in the main gives sanction, the eight-hour day, when they meant an entirely different thing, a thing they sedulously concealed from the public—an increase of wages. They were likewise guilty of a breach of fairness in issuing the strike order even while they were conferring with the President, who was led to believe that there might be a plan of reaching an amicable adjustment of their differences. In defiance of the sentiment for arbitration and regardless of the obligations they were under to

frank and open treatment of the President and the public, the brotherhood heads arrogantly announced that unless the Congress passed the law they demanded the strike and all its attendant distress and suffering to the people would be inaugurated. They have bludgeoned Congress to do what they wanted by means of their threat to subject the people to the unspeakable peril their proposed strike would entail, and the public will not soon forget it.

Congress Terrified by Labor Vote.

[Newport News (Va.) Daily Press, September 2.]

After such a speech as that by a distinguished member of the United States Senate, and one of its oldest members, it is small wonder that organized trainmen felt sure that they would get out of Congress practically all that they demanded. And it was even so. The trainmen stood by with a club, while Congress rushed the Adamson bill through and the strike was averted. Congress was terrified, it appeared, by the threat of the trainmen to tie up the railroads and starve the country to death. But it is not the strike, per se, that has terrified Congressmen; it is the labor vote in the November election. "The Congress of the United States trembles," says Senator Tillman, "every time the labor unions frown." And he might have added, "especially about election time." We take it that the Senator knows what he is talking about. Certain it is that Congress rushed through this eight-hour law pell mell, while the trainmen's unions stood by with a threat.

Who Makes the Laws?

[Florida Times-Union, Jacksonville (Fla.), September 4.]

The power of the executive to dictate decisions to the courts has not been publicly claimed in England or the United States since a king lost his head to maintain it. Roosevelt extended immunity, but was driven finally to explain his motives in palliation of the crime. Will Congress allow a Democratic President to claim it, to exercise it and to defend his right to such power without rebuke? He is entitled to his opinion as to the desire of the public to see the eight-hour day adopted and to pay for the cost of an experiment to be made for the benefit of special interests, but can he enforce on others an agreement with him? Can he grant permission to tax every consumer in the country for the costs of an experiment he might be induced to recommend?

"Are the People Proud of Their Lawmakers?"

[Roanoke (Va.) Times.]

Not shorter hours, but higher pay, was what the brotherhoods were seeking. Let there be no illusion about that. On the surface, they have won a victory. That much is to be conceded. But whether the bill that passed the Senate yesterday will stand the acid test of an investigation by the Supreme Court into its constitutionality is another question, and one concerning which there are two opinions.

"Hands up!" cried the brotherhoods, in effect. And the Congress, having for a precedent the example of no less illustrious a personage than the President of these United States, promptly made haste to hold up both hands in token of unconditional surrender.

Are the people proud of their lawmakers?

"Mr. Wilson Was Dictatorial and Opinionated."

[Greensboro (N. C.) Daily News, September 1.]

We think the President erred in rendering the judgment, as the representative of all of the people, in the early hours of the deliberations, in behalf of the eight-hour day. His decision was prejudicial to one side in the controversy, and sought to close the case with respect of the cardinal, controverted issue. Such disputes cannot be settled in the atmosphere of the strike and the walkout. * * * And then, when the presidents and managers failed to accept his fiat, the President straightway visited his condemnation upon them. Mr. Wilson was dictatorial and opinionated. It is a Wilson

weakness. It is a fault and a weakness that has more than once driven Congress to the point of open rebellion, and may yet do so. Every railroad manager who failed to accept the White House verdict became at once a sort of Huertista, to be pursued relentlessly to the end of time. If the President, by taking an early stand for the basic eight-hour day sought to so strengthen himself with the operatives, as to be able to deal with them later on, the strategy failed, for the men promptly turned a deaf ear to his appeal for the rescinding of the strike order, while brotherhood officials lost no time in taking a stand against certain features of his legislative program. * * *

Will Brotherhoods Also Attempt Rape of the Judiciary?

[Memphis (Tenn.) Commercial Appeal.]

The four brotherhood chiefs took unto themselves the power of the executive and the power of the legislative body of this Republic.

It remains to be seen whether they will take unto themselves the power of the judiciary, or whether the judiciary restores to the executive and to the legislative branches of the Government that which they never should have surrendered.

If this is to remain a Government of the people, by the people and for the people, they have before them a problem of supreme importance.

It would have been better for the soul of the Republic if the brotherhoods had forced the railroads to grant all their demands rather than to use the machinery of the State to bring about the result achieved.

The question is not one of wages, eight hours or unionism.

There ought to be unions among skilled laborers; the right to freedom implies the right of organization. But the passage of any law which in such cases as this is a trial and verdict without hearing evidence is foreign to the genius of the constitution.

"Will React Seriously."

[Richmond Virginian.]

We shall be surprised if the American people, when they shall have the opportunity to consider the methods resorted to by the representatives of the railroad brotherhoods in this matter, do not express very warm resentment.

At least, there is to be no strike. No babes will die for lack of milk. No children will freeze over a handful of coals this winter. No men will tramp the streets with pinched faces thinking of fireless, moneyless, foodless homes, where the mothers are trying to still the clamor of half-famished little ones. Our great country is to remain prosperous and grow on to greater heights of prosperity—but who will come next to our Capitol and say: "Unless you give us what we want, and now, we will tear down your great business structure, whatever be the damage and human suffering."

We do not believe that organized labor as a body endorses such methods. In fact, we fear the arbitrary attitude of the representatives of the brotherhoods will react seriously against the interests of the great mass of working people in America who, themselves constitute the great majority of the consuming public.

A Bigger Problem Opened Up.

[Macon (Ga.) Daily Telegraph, September 2.]

The trouble is temporarily averted, so far as tying up the railroads is concerned, but only to that extent. A bigger problem than ever has been opened up.

Betrayal of Public Confidence.

[Richmond (Va.) Evening Journal, September 2.]

Yielding to threats made by four men, the Congress of the United States, coerced by the President of the United States, is about to enact the eight-hour day law for the benefit of a comparatively small percentage of the people of the United States. It is a shameful state

of affairs, all the more reprehensible because unnecessary. Without at all contending that the eight-hour day is an unreasonable demand, we are impelled to the conclusion that the manner in which it has been forced on the country establishes a dangerous precedent. It is the stand-and-deliver argument to which the President has succumbed, with the dominant party in Congress subservient. * * * It is a terrible betrayal of public confidence, a rank injustice to the whole people.

Execution First, the Trial Afterward.

[Houston (Tex.) Daily Post, September 2.]

It is as if a court had first executed a prisoner and tried him after the funeral.

There was no investigation of the merits of the controversy between the railroads and the men. There was no debate in the House, and there will be none in the Senate. The railroads are to be compelled to stand and deliver, and the people are to be compelled to stand and deliver, and it is the Government that will hold the gun in their faces while a nation's pockets are rifled of \$60,000,000, according to Mr. Lovett. * * *

If Congress is acting with a sense of the dignity of this nation, with wisdom, with courage, with evenhanded justice and with intelligence, it will be fortunate. It takes the leap in the dark, however, because it admits it doesn't know what it is doing.

If Congress is blundering, and impartial inquiry shall show it, it will have saved the nation nothing, and will have put a disgrace upon the Government that is almost beyond forgiveness.

Because it has set the precedent and established the principle of execution in advance of the verdict, and the verdict in advance of the testimony.

The people would have been braver than that, even though courage might have imposed sacrifices. They were powerless. Their spokesmen, forgetting the high obligations they had assumed and the heavy responsibilities entrusted to them, ingloriously surrendered.

It now remains for the future to reveal the consequences.

Sets a New Precedent.

[Asheville (N. C.) Citizen, September 3.]

Congress has toed the mark on many important matters when President Wilson demanded, and we presume that the national legislators were as anxious to avert the strike as was the nation generally, being not unmindful at the time of their political future. We do not know what effect on industrial affairs this new precedent will have, but we would not be surprised to see other labor difficulties of national scope pushed up to Congress for settlement.

Arbitration Is Dead.

[Montgomery (Ala.) Advertiser, September 3.]

Again Congress, led by the President, has ignored the principle of arbitration. Arbitration, as a means of settling industrial disputes, is dead for the time being. Congress has established a precedent, whereby any well-organized minority of citizens can compel it to pass legislation without study, without consideration and without regard to the other side of the controversy.

"Flimflaming the President."

[Richmond (Va.) Evening Journal, September 1.]

* * * In other words, the brotherhoods have succeeded in running a huge bluff on the President, to which Congress is asked to subscribe, regardless of the protestants. This may be justice, but not of a good brand. Peace so secured is too dear to be appreciated.

Several carloads of dressed lumber have recently been shipped from Alabama to Nova Scotia for shipment to Russia, which is buying American fancy lumber, despite the war, and also despite its own great forests of an inferior wood.

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Equipped to Handle Northern and Eastern Work.

SALEM IRON WORKS, Winston-Salem, N. C.

We are interested in noting in your last issue letters from a number of Southern foundries and machine shops as to what business they had secured from the North and West.

We have recently taken on some rather heavy contracts for castings for shipment to New York, also getting more business from nearby sections. Our foundry is filled up, but we have room for a great deal more business in the machine shop.

We are estimating on some work in the North which will call for machine-shop work as well. We at present have contract for a number of large dye machines for print works, with the prospect of a good deal of additional work of this kind.

We also solicit additional business, particularly that which will occupy both foundry and machine shop. We have a well-equipped plant, splendid shipping facilities, with very reasonable freight rates to Northern and Eastern points, and shall be able to take care of a considerable quantity of business from those sections if we can secure it.

Could Relieve Shops Overcrowded With Work.

DURHAM IRON WORKS, Durham, N. C.

We would like to get in touch with some shop which is overcrowded with work. We have here in our plant, which is a small one, three lathes, 18-inch, 24-inch and 30-inch; three drill presses, one shaper, one planer, one milling machine, bolt machine, pipe machine, etc. We would handle any kind of light work requiring such as above machines would carry. We could work both day and night shifts, and get pretty much what labor would be required.

Would Entertain Orders for Outside Work.

T. A. GLASCOCK, Glascock Stove & Manufacturing Co., Greensboro, N. C.

We have not received any contracts for castings from shops in the East or West. We run a jobbing foundry in connection with our stove foundry, and would be in position to take care of a contract for light and medium weight castings, and would solicit inquiries for castings of this description. We are in position to make a good quality of castings, and could execute orders with reasonable promptness.

Running Full Time on Regular Work.

W. HUME LOGAN, President Dow Wire and Iron Works, Louisville, Ky.

We have not been fortunate in getting any Eastern contracts, but have been getting our ordinary amount of work in all directions, so that our factory is running full time with full force.

Also Working to Capacity.

ENTERPRISE FOUNDRY AND MACHINE WORKS, Bristol, Tenn.

We have all the work in our line we can take care of. We ship to all mining sections.

Washing logs for safety's sake is the manner in which a Western lumber camp follows out the new economic principle of "Safety First." The logs are scoured by jets of water, to remove broken stone, gravel or other such material, which might, if struck by a swiftly-revolving saw, cause the saw to explode and bring death or injury to workmen.

DEVELOPMENT AT ROANOKE.

Important New Industrial Enterprises Secured, Including \$6,000,000 Branch of English Company Manufacturing Artificial Silk.

Roanoke, Va., September 1.—[Special.]—Chartered as a city only 30 years ago, Roanoke, Va., has a compact community population of 50,000, according to local estimates, and is gaining so rapidly in population that one can really see the city grow.

Having the Norfolk & Western repair and construction shops, executive offices and division terminals as a big, solid basis on which to build, Roanoke is sharing in the manifest prosperity of that important road. This company has about 5000 employes in Roanoke, by which its importance to the city may be judged.

But Roanoke is no longer a strictly Norfolk & Western city. It has many other industries of importance, several doing a national business. These include the Virginia Bridge & Iron Co., the Virginia Iron, Coal & Coke Co., the Stone Printing & Manufacturing Co., Shenandoah Life Insurance Co., and others. To these enterprises others are being steadily added.

The Virginian Railway, constantly growing in importance, also serves Roanoke, and industries are beginning to locate along its line in Roanoke.

The most important event in industrial development that has occurred recently was the determination of the American Viscose Co., having its parent company in England, to locate its plant in Roanoke, this without any bonus requirements, evidently picking Roanoke because of its advantageous location from the company's viewpoint. The company has already started the erection of the first of four units. When they are completed it is said they will represent an investment of \$6,000,000 and the plant will employ 3000 people. It will manufacture artificial silks.

Another important industry will be the building of a flour mill by J. W. Ring of Johnson City, Tenn. It will be along the lines of his present model mill at Johnson City.

The Roanoke Steel Co., backed by Pittsburgh capital, has secured a three-year lease on the old Louck's rolling mill and is putting it into operation, several furnaces being worked.

The \$250,000 municipal building recently completed and occupied gives evidence of the progressiveness and public spirit of the citizens of Roanoke.

Another substantial evidence of progress and prosperity is the spacious auditorium, armory and convention hall just being completed at a cost of \$50,000. This project was proposed and successfully put over by John Wood, secretary of the Chamber of Commerce, who secured the support of the entire population by receiving stock subscriptions in amounts as low as \$10. The Norfolk & Western not only gave free the entire block, beautifully parked, upon which to erect the auditorium, but agreed, if this convention hall was built, to add 74 rooms to the 90-room Hotel Roanoke. This addition, modern in every way, is rapidly nearing completion at a cost of \$200,000.

As an important point on the National Highway from Washington to Atlanta; the center of a noted health-resort section, with many natural attractions like Natural Bridge, Luray Caverns and the Grottoes, the National Elks' Home at Bedford City, only 16 miles away, many important colleges and interesting historical points within a day's drive for automobiles, Roanoke is becoming a real tourist town, as well as the center of an industrial development which has brought the city up to the third in size in Virginia. From present indications it will hold this important position for many years to come.

J. R. WILLIAMS.

Civil Service Positions Open.

Within the next few weeks several examinations will be held by the United States Civil Service Commission, Washington, D. C., and the eligibles will be selected to fill vacancies in the following positions: Stenographers and typewriters (about 200 vacancies); scientific assistant, Department of Agriculture; highway bridge engineers for Offices of Public Roads and Rural Engineering, Department of Agriculture, and assistant engineer in forest products at the Forest Service, Madison, Wis. Full information may be obtained by addressing United States Civil Service Commission, Washington.

Survey of Country's Crops Shows Heavy Decline in Output

By Continental and Commercial National Bank of Chicago.

Estimated Yields.

Crop.	Estimated Yield 1916.
Wheat	628,000,000 Bushels
Corn	2,684,700,000 Bushels
Oats	1,247,000,000 Bushels
Rye	41,150,000 Bushels
Barley	187,000,000 Bushels
Hay	85,000,000 Tons
Cotton	10,500,000 Bales

The Crops of 1916.

Agricultural results this year fall much below last season; the measured grain crops are a billion bushels less, practically 15 per cent. For the first time in many years the yield of the great breadstuff—wheat—just equals the domestic requirements for bread and seed. In the past two years the accessible European countries have been largely fed by the surplus wheat of America. Corn, the premier grain of the nation, the feed of the draft and meat animals, is less in quantity than the previous season, though possibly more in quality, for the early frosts of last fall damaged the crop in the big surplus States of the central West. Oats, the substitute for other cereals for both human and animal food, yielded less than last year, but more than the average production, and in quality is excellent.

Seldom has the farmer had a more unpropitious year for the working of his land; wet and dry have run to extremes in every section; unseasonable cold and heat were disastrous in their alternation. The seed that was planted in every part of the country endured more climatic vicissitudes than usual. Nature smiled but seldom upon the land, and the world will suffer from unusually high prices of the products of the soil already enhanced by war above the normal.

The acreage of all grains was reduced by unfavorable weather at seeding time, and much of the loss is attributable to this lessened area. The more important part of the wheat crop, the winter seeding, suffered a severe reduction by reason of the wet cold weather that developed early in the fall. The winter was comparatively open, and the tender plants unprotected by snows were caught in ice and sleet, and 4,000,000 acres winter killed. The season of growth found the winter wheat area with 7,000,000 less acres than the former season, and much of it in a weak state. In the Southwest insect pests, and then hot dry weather, curtailed the usual yields. At harvest time but 460,000,000 bushels were secured, as compared with 655,000,000 in 1915.

The entire spring wheat region promises a crop of 168,000,000 bushels, compared with 356,000,000 last season.

The total crop of all wheat as indicated by our reports is approximately 628,000,000 bushels; last year it was 1,011,000,000. The production being 62 per cent. of last year and the smallest wheat crop since 1911. To the wheat grower it is a calamitous yield, though offset partly by the higher-priced market, and to the country it brings increased cost of living and less of a much-needed exportable commodity. The domestic need is 625,000,000, or the entire crop. The carry-over from the large yield of last year was unusually big, the reported volume on farms and in trade channels being 145,000,000 bushels, and this suggests a surplus of 100,000,000 for export; the exports last year were 240,000,000, the previous year 330,000,000 bushels. High prices may increase the exports and decrease the home consumption, but the advance in price will not yield the country the monetary value of last year's wheat exports—\$303,000,000 in grain and flour.

World Shortage in Wheat Crop.

The world's harvests of wheat last season were the largest of record, at a total estimate of 4,127,000,000 bushels. Of the countries harvesting thus far in the year, the loss is 800,000,000 bushels. Europe never raises its bread supplies, and in the coming 12 months the importers will be hard pressed to meet the needs of the accessible countries even at the reduced con-

sumption that is apt to follow unusually high prices. As the surplus of this country will be in great demand, our prices will be high in conformity with the world's shortage. Only two important wheat-raising States of the Union hold up to their former records—Nebraska and Pennsylvania. In every other section where wheat is produced in considerable quantities the acreage and yield were curtailed by rains, frosts, heat, drought and plant disease.

Corn Better Quality.

Corn planting was late and the season freakish over the greater part of the continent. The indicated crop at the making up of the reports to us was 2,684,700,000 bushels, compared with 3,054,000,000 last year, and further damage may result from the heat and early frosts, for the crop in the main belt does not ripen until September and October.

The area planted to corn was reduced 4,000,000 acres by the lateness of the season and the return to a larger cotton acreage in the South. The plant was as late as the previous season, but greatly stimulated by the passing of the cool wet weather early in July. Then, unfortunately, the rains ceased entirely over a large part of the country, especially in the Southwest and in a belt running up in the central West through Arkansas, Missouri and into middle Illinois. Great damage was done in the various States, the heaviest losses being in Missouri, Kansas and Oklahoma. Texas, being in an earlier zone, ripened the bulk of its crop before the drought. In the South Atlantic States dry weather early in the year made an unpromising corn outlook, and this was further reduced by the torrential rains of July, the injury from storms extending to the Eastern Gulf States. The plant is less vigorous in the northern part of the country, and is late. While the crop was estimated at a large volume last year, the quality was so poor that the merchantable value of the crop was reduced 1,000,000,000 bushels from the estimate, so that the carry-over was less than in ordinary years, and there is very little old corn left for use. Being the principal feed of the draft, farm and meat animals, the corn crop is so intimately bound up with the various activities of the western States as to make a short crop a matter of great concern, but if the promise which is reported to us by our correspondents holds to the harvest, there will be more available feed value in this year's crop than in any of the three immediately preceding. The high price of corn contributes as much to the high price of cattle and hogs as the unprecedented demand from the accessible warring countries. The ascension of hogs to the civil war price recently was a reflection of the high price of corn, and the fear of a shortage in the yield necessarily diminishing hog raising.

Oats and Other Crops.

The oats acreage was on all fours with a year ago, due to the abandoned acreage of winter wheat and the comparatively small labor involved in reseeding the fields with this grain. The yield was cut short by the hot weather that developed over the principal States at the filling period. The estimate of 1,247,000,000 bushels is the third largest crop raised in this country, and will help toward supplying the deficiency of the other grains. The crop is practically secured, and there is a large carry-over from last season, when the estimate was 1,540,000,000 bushels, but much of this was unavailable on account of the damage from heavy rains at harvest time. Export demand for oats has increased since the war started, and the indications are that there will be plenty for this purpose. The market is naturally strong, by reason of the relatively higher prices of wheat and corn.

The estimate of barley is for a crop of 187,000,000 bushels, compared to 237,000,000 bushels a year ago. This yield is about the average of recent years.

The other small grains produced fair crops, rye being

somewhat reduced from last year, flax smaller and buckwheat about the same, but the relative importance of these grains is very small when compared even with barley. Rice is larger in yield than last season.

The potato crop is up to that of last year, or about an average yield. In both seasons the plantings were late, and rains at unfavorable periods reduced the prospects. The clearing up in midsummer this season gave an improved quality, and the production will be ample for all needs.

Shortage in Cotton Yield.

Cotton, the great staple of the South, has been damaged beyond hope of recovering lost ground. The crop is always an uncertain one to estimate, even late in the year. The plant is vigorous, and, given good weather, will go on fruiting and yielding until cut down by frost, and the size of the crop has usually been regulated by the frost appearance. This season has been as unfortunate to the cotton plant as 1909, when the yield dropped to 10,000,000 bales. The war left a big supply on the planters' hand for the season of 1914. Last year a greatly-reduced acreage and the lack of fertilizer in the thin soil section of the eastern States reduced the crop to 11,000,000 bales. The enlarged domestic and the limited war demand called for over 13,000,000 bales, and both the crop and the large carry-over were used up. The acreage was increased this year almost to the extent of the decrease the previous season, for the price was remunerative, and planters figured that should the war end during the year the demand would be unduly great.

Dry weather early in the year made a bad start in the eastern section, and the poor condition was made worse by the tropical storms which swept over the South Atlantic and Gulf States in July and early August. The Southwest is now in a droughty state, and losses there are increasing. Added to the damage by floods and heat is the boll-weevil, which is slowly spreading over the belt, being reported in Georgia and Florida this year. The monthly Government reports have been noting the decline in the condition from month to month. Our reports have shown that damage in August developed over the entire region, and that the prospect is for a crop of 10,500,000 bales, or 600,000 bales under last year. This will be far below the requirements of the world's markets, and the price of the staple has been reflecting the growing damage for some weeks.

The tobacco crop, like other products of the land, was set back by unfavorable weather. In the central section, Kentucky and Tennessee, the largest growers have had ideal conditions, and will harvest a big yield. In North Carolina the plant has been injured by excessive rains and floods. Virginia reports good prospects. In the cigar-leaf section, Pennsylvania and Connecticut have been showing poorly on account of the late planting and the heavy rains—the Eastern States having had an unusually large rainfall this year. Wisconsin, the western cigar-leaf raiser, reports good conditions and an average crop.

General Business Conditions.

American business is forging ahead in a way that is highly satisfactory and indicates no decided let-up, at least until hostilities in the European war zone are checked pending negotiations for peace. At the moment this does not appear to be a possible development of the immediate future, hence the outlook is bright for a continuation of industrial activity in this country for a considerable time. As to what will follow the war, there seems to be a wide difference of opinion, but the momentum that business has attained in the last two years, and will reach in the next year or so, is likely to be sufficient to minimize the readjustment that many astute bankers and business men believe will take place.

At least, this is the consensus of opinion of the correspondents of the Continental and Commercial National Bank, as expressed in response to inquiries covering various phases of the general business situation and the probable bearing of present events upon its future course. There is a preponderance of evidence of sound fundamental conditions in our domestic situation. Only a few industries are lagging. In nearly all directions activity is unprecedented, and, while the cost of materials has increased greatly, the volume of business is

estimated from 15 to 25 per cent. greater than in normal times, and in some instances is so abnormally large as to make comparison difficult.

Crop Shortage Incentive to Conservatism.

The shortage of crops in many sections this year, though partly offset by high prices for grain and livestock, is an incentive for conservatism among tillers of the soil.

In the purchase of automobiles the farmer is confining himself largely, according to correspondents, to the moderate-priced but substantial car. The automobile has proved of great value in bringing the land and the markets in closer touch, and has resulted to a greater degree in an averaging of land prices, enhancing the acreage value of land distant from the city and checking the enhancement of broad acres in proximity with the populated centers in the agricultural sections.

General manufacturing is summed up by our correspondence as profitable in all lines, despite a scarcity of labor, higher wages and higher prices for raw materials. The labor situation affords a most perplexing problem at the present time. In some instances a sufficient supply exists to maintain the largest output in the history of the country. This is especially true in the steel industry. But in those lines of business where the margin of profits is smaller there is a distinct shortage of labor, traceable chiefly to the fact that the munition plants and others, which have been reaping abnormal profits from the export business growing out of the war, have attracted workmen from less remunerative fields. In some sections of the country, especially the East, men formerly employed in the agricultural districts, attracted by the high wages, have drifted to the centers where munitions are being made.

This also has a compensating value in computing the basis for new credit from our agricultural production. Measured on this basis, the indications are that the market value of our crops and livestock will aggregate not far from that of a year ago, because the higher prices realized will probably fully offset the decreased production, taking the country as a whole. This, however, will not apply to all sections of the country, as in the Northwest, for instance, the principal crop—spring wheat—has been seriously curtailed by unfavorable climatic conditions.

Running all through the correspondence received is ample evidence that credit conditions in this country are sound. Collections generally are pronounced good. Bank deposits are abnormally large all over the country, and, while there has been some complaint that the influx of gold has been unprecedentedly large and has been a detriment, yet it is well to remember that gold follows wealth, and that its real value depends chiefly upon our ability wisely to absorb the additional credit which it affords, without creating a tendency toward wild speculation and a possible subsequent collapse. This, so far, it is quite evident the country has been able to accomplish.

FOUR-CENT GAS AT MUSKOGEE.

\$100,000 Bonds for Building Pipe Line—Output 100,000,000 Feet Daily.

Muskogee, Okla., has just sold \$100,000 of 5 per cent. bonds, the proceeds of which are to be used for the construction of a municipal pipe line to bring natural gas to the city. The bonds were disposed of at a premium of \$1555 and accrued interest.

Apropos of this bond issue, Mayor J. E. Wyand writes the MANUFACTURERS RECORD:

"We have a gas field within eight miles of the city. Only three wells have been drilled, but they have a daily capacity of 100,000,000 cubic feet. We are constructing a pipe line to this field which will enable us to sell gas in unlimited quantities, delivered to the factory, for 4 cents per 1000 cubic feet. We have the cheapest freight rate in the State based on water rate (Arkansas River), five railroad systems, unlimited supply of pure water secured from Grand River, an absolutely pure stream. By bringing in cheap gas for commercial purposes we believe Muskogee will be the manufacturing city of Oklahoma and the Southwest."

"Is This to Be a Constitutional Government or Are We to Drift to Civil War and Anarchy?"

Pascagoula, Miss., September 1.

Editor *Manufacturers Record*:

I read today with much interest your editorials on the situation of the railroad strike, and heartily agree with you in your stand upon the principle of arbitration. Arbitration in labor disputes is absolutely essential to the industrial and commercial life of this nation, and must not be offered up as a sacrifice upon the altar of political expediency.

There is yet, however, as I will endeavor to show, a much larger question involved in this threatened strike, and that is whether or not our Government is a constitutional government—is it a republic or an oligarchy? In theory our State and National Legislatures and executives are presided over by men who are absolutely free in the choice of the means of conducting the affairs of the nation and State, and are only restricted by the restrictions imposed by the constitution and laws of the nation and the respective States. All new legislation and all changes in the laws of the past originate with them, and though the changes they make may be wise or unwise, expedient or inexpedient, they are in no wise responsible save to their constituents, who express their assent or dissent at the polls by the ballot. Any outward force or pressure brought to bear upon them that coerces them in the freedom of their action strikes at the free will of the executive and legislature, the existence of which is absolutely necessary to a free land. It then follows that when a man, or body of men, or any incorporate body, seeks by coercion and does coerce the executive and the legislature to adopt such measures of government as they wish, we no longer have a free government, but only an oligarchy. If the labor unions have a legal right to coerce the executive and legislative branches of our Government, have not other corporations, lay or ecclesiastical, the same right?

Let us suppose for the nonce that instead of labor unions the railroad bosses should combine and should make demands upon the executive or the legislature that "unless the law establishing a railroad commission is repealed and the railroad be given unlimited right to regulate rates, freight and passenger, we will within a week stop all traffic and tie up or destroy all commerce unless our demands are granted." I dare say that such a step would be the opening of revolution that would make the French Revolution seem insignificant by comparison. Yet such an action on their part would be no more revolutionary and illegal than the steps that the labor unions propose taking if their demands are not conceded.

I am far from thinking that the managers of the railroads or other corporations will be so assinine as to take such a step, but if they did, they could rightfully point to the labor unions and say, "You furnished us with the precedent."

When I read in the daily papers this morning that the President had asked Congress for additional legislation authorizing the executive part of the Government to take measures to prevent the occurrence of strikes in the future I could not restrain a smile. There is no need for such legislation. That power already resides in the executive of the nation and of every individual State of this Union. The safety of the public is the supreme law of the land, and when the public safety is threatened by internal or external foes, it is not only the right but the duty of the executive to take whatever measures may be necessary for the safety of the Commonwealth, and if the exigency requires it, he may call out the entire civil, military and naval power of the nation not only to suppress an insurrection, but to prevent any man or body of men, organized or not organized, from interfering with or impeding the freedom of commerce, which is the life-blood of the nation.

"As under the Constitution," says Justice Brewer (Re Debs, 158 U. S., 565), "the power over interstate commerce and the transportation of the mails is vested in the National Government, and Congress, by virtue of such grant, has assumed actual and direct control, it follows that the National Government may prevent any unlawful and forcible interference therewith. But how shall this be accomplished? Doubtless it is within the competency of Congress to prescribe by legislation

that any interference with these matters shall be offenses against the United States. But is that the only remedy? Have the vast interest of the nation in interstate commerce and the transportation of the mails no other protection than lies in the possible punishment of those who interfere with it? To ask the question is to answer it. By Article 3, Section 2, Clause 3, of the Federal Constitution it is provided: 'The trial of all crimes except cases of impeachment shall be by jury, and such trial shall be held in the State where the said crimes shall have been committed.' If all the inhabitants of a State, or even a great body of them, should combine to obstruct interstate commerce or the transportation of the mails, prosecution for such offenses had in such a community would be doomed in advance to failure. And if the certainty of failure was known, and the National Government had no other way to enforce the freedom of interstate commerce and the transportation of the mails than by prosecution and the punishment of interference therewith, the whole interest of the nation in these respects would be at the absolute mercy of a portion of the inhabitants of that single State.

"But there is no such impotency in the National Government. The entire strength of the nation may be used to enforce in any part of the land the full and free exercise of all national powers and the security of all rights entrusted by the Constitution to its care. **The strong arms of the National Government may be put forth to brush away all obstructions to the freedom of interstate commerce or the transportation of the mails. If the emergency arises, the army of the nation and all its militia are at the service of the nation to compel obedience to its laws.**"

That an individual, the labor unions or any other corporate body, has a right to petition the executive or legislative body for enactment of laws removing grievances of which they complain is not open to question. It is an inalienable right belonging to every citizen or corporate body of a free Commonwealth. In case the executive or legislature refuses to heed the petitioners they have the right to appeal to the people and fight out the matter with the ballot. But the very moment that the executive and legislatures allow themselves to be coerced into adopting measures that may be demanded of them, that very moment constitutional government perishes and we are on the highway to civil war and anarchy.

The laboring man and the labor unions have an unquestionable right to call a strike whenever they see fit, we are told. That statement must be accepted with a qualification. Abstractly speaking, a laborer or a labor union has the right to break off its connection with its employer whenever it sees fit, and so, abstractly speaking, we may say that a man has the right to set fire to and burn down his own house. So he has, provided in so doing he does not deprive his family of the shelter of a home nor endanger the lives and property of his neighbor, nor impair the rights of his creditors, nor rob his heirs of their rightful expectancy. Whenever his act of incendiarism impairs any one of these obligations he becomes a criminal. His abstract right has been lost in the greater right of society—the public convenience and safety.

So in the abstract labor unions have a right to call a strike whenever they deem it politic to do so, but whenever that strike means the loss of employment and the means of sustenance to thousands, if not millions, of human beings who are not directly or indirectly connected with the cause of the strike—when that strike endangers the lives and happiness of the public by destroying or impeding commerce—then that strike becomes a criminal act, the intent being inferred from the act.

That a laboring man or other employe has the right to abandon his employment whenever he is dissatisfied with his condition is admitted, but when he combines with another for the purpose of impeding and tying up commerce, thereby interfering with the rights of others and threatening the safety of the nation, he is guilty of a criminal conspiracy, and it is the duty of the executive power to use all the force at its command—

civil, military and naval—to prevent him from carrying out his criminal intent.

In the papers of today there has been some comment upon the proposed eight-hour day legislation and its constitutionality which calls for some light. The question of the right of Congress to regulate the hours of labor has never been directly before the United States Supreme Court, but there are several decisions by that court from which we may infer that such an act would be of doubtful constitutionality.

In the case of the Baltimore & Ohio Railroad Co. vs. the Interstate Commerce Commission, 221 U. S. 612, the question was upon the constitutionality of the Act of Congress, March, 1907, Chapter 2939 (34 Stat. at L. 1415), Section 2 of this act says that "it shall be unlawful for any common carrier, its officers or agents, subject to this act, to require or permit any employee subject to this act to be or remain on duty for a longer period than 16 consecutive hours," etc. Mr. Justice Hughes, speaking for the court, said: "The length of hours of service has a direct relation to the efficiency of the human agencies upon which protection to the life and property necessarily depends. This has been repeatedly emphasized in the official reports of the Interstate Commerce Commission, and is a matter so plain as to require no elaboration. In its power to suitably provide for the safety of the employees and travelers Congress was not limited to the enactment of laws relating to the mechanical appliances, but also was competent to consider and endeavor to reduce the dangers incident to the strain of excessive hours of duty on the part of engineers, conductors, train dispatchers, telegraphers and other persons embraced within the class defined by this act, and in imposing restrictions having a reasonable relation to this end there is no interference with the liberty of contract guaranteed by the Constitution."

The candid reader will see that the court expressly denies the right of Congress to interfere with the right of private contract. It can only enact such legislation as may be necessary to safeguard the lives and property of its citizens, this right coming under what is known as the police powers of the Government, a right that is inherent in and exercised by all civilized governments. There is nothing in the language of the court from which one may draw the conclusion that Congress may regulate the terms of the contract between a laborer and his employer.

That my interpretation is not at all wrong may be seen by comparing this with the ruling of the same court in the case of Adair vs. The United States, 208 U. S. 175, 52 Law Ed. 442, where Mr. Justice Brewer, speaking for the court, said: "It was the legal right of the defendant, Adair, however unwise such a course might have been, to discharge Coppage because of his being a member of a labor organization, as it was the legal right of Coppage, if he saw fit to do so, however unwise such a course on his part might have been, to quit the services in which he was engaged because the defendant employed some persons who were not members of a labor organization. In all such particulars the employer and employe have equality of rights, and any legislation that disturbs that equality is an arbitrary interference with the liberty of contract which no government can legally justify in a free land."

The right of private contract cannot and must not be abridged, for when that is done it strikes at the very foundation of constitutional government.

Since the beginning of this strike agitation there has been much journalistic hysteria, especially in the South, over the attitude of some of those who question and criticize the attitude of President Wilson upon this and other public questions. We are told that we should leave such things to him, and when he has decided we should accept his decision as final, as "he is honest, patriotic and sincere." Honest, patriotic and sincere everyone admits him to be, but the same may be said of Danton and Robespierre, who were also honest, patriotic and sincere and men of unusual intellectual powers, and yet they by their infernal idealism were responsible for the anarchy of France that we know as the Reign of Terror. They were sincere in their belief that they could regenerate society, throw aside as worthless the experience of mankind as related in history, and found a state in which the imperfection of human nature would play no part. The Kaiser is without a doubt patriotic and from all accounts a man who has led a blameless life, yet he is (or has been) obsessed

with the idea that the German people are the chosen people of God, and that he is the chosen instrument of the Deity to Teutonize the world. I dare say that when he thinks of the English, French, Russian and Roumanians he prays "God may forgive them, but I cannot."

Mr. Editor, has it come to that pass that those who refuse to accept without question the President's suggestions as to legislation affecting the happiness of millions are guilty of *lese majeste*? If so, then the plight of this nation is greater than I at first thought it was.

In conclusion, I must repeat my former statement, the question before the people of this nation now is not whether or not Congress shall regulate the hours of labor and sustain the principle of arbitration, though they are not to be overlooked, but whether or not this is a free republic or an oligarchy? Is this to be a constitutional government such as we have always had, or are we to drift on to civil war and anarchy?

CHAS. E. CHIDSEY.

THE ROMANCE OF CHEMISTRY.

Some of the Miracles It Has Wrought.

In all the ramifications of world affairs there is nothing that has about it a greater romance than the achievements of chemistry, and Mr. Waldemar Kaempfert, editor Popular Science Monthly, brings this out clearly in a recent copyrighted article in the Philadelphia Public Ledger, telling of many interesting facts in regard to some of the things which chemistry has wrought. In this article he says:

In the proceedings of technical societies many a paper is published which reveals how far-reaching in business may be the influence of the consulting chemist. Read with an open mind, these reports seem like fairy tales of industrial science.

A company which conducts three bakeries in Pittsburgh finds that, although the same materials and the same methods are employed by all three, the bread produced is not uniform in quality. It consults a chemist. He finds that the water supplied to the three bakeries is not the same. He prescribes the addition of certain salts where they are needed. Forthwith, the bread of all three bakeries is standardized in quality?

A soda-water bottler is unable to produce a marketable beverage, although he has not varied a hair's breadth from his regular method. He has the good sense to call in a chemist. That worthy analyzes the ingredients employed and finds nothing wrong. Since he is a scientist he is not content with that. He summons a bacteriologist to his aid. A bacterial growth is discovered in the water. The bacteriologist advises the use of distilled water. At once the trouble disappears.

A glass manufacturer, struck by the complexity of his processes, consults the chemical department of a university. A young post-graduate student is assigned to the study of glass-making. He finds that his manufacturing client has employed a formula which specifies no less than 24 compounds for the making of glass. A few months' research results in a process for making glass with only four.

The sums spent on such investigations are ridiculously small compared with the commercial value of the results obtained. A report for which a chemist charged \$17 suggested manufacturing changes which effected a saving of \$35 a week.

A yearly appropriation of \$500 for two years, spent in devising a method of extracting casein from buttermilk, made it possible to begin a prosperous business in selling casein to paper manufacturers.

Two chemists, who were given the sum of \$1300 for two years, succeeded in discovering how steel tanks could be lined with enamel and corrosion prevented, which always entailed a loss running in to sums that dwarfed the amount spent in conducting the research.

One thousand five hundred dollars paid to a chemist for a laboratory study of the chemical treatment of wood gave a shrewd business man a wood finish which is not only brilliant and resistive to ordinary corrosives, but is 43 times harder than varnish and is applicable as a resisting coating to steel and cement.

The small manufacturer is more apt to rely upon "practical" foremen and mill superintendents than upon theoretical advisers. Yet he has been known to pay thousands of dollars for a trade "secret" which some practical man has sold him and which proves to be no secret at all when subjected to scientific scrutiny. When the chemist enters an industry mystery disappears. The atmosphere of the factory becomes that of a university. The result of an investigation is usually published in a technical paper, so that the industry as a whole may benefit.

It seems incompatible with sound business methods thus to open the doors of a plant to the world and to invite one's competitors to enter. And yet that is exactly what every great manufacturing company does. In Detroit a hundred thousand visitors a year are piloted through a plant in which two thousand five hundred cheap automobiles are made in a day. And one is at liberty to take notes and to go home and imitate the methods that he has seen. By the time that he has carried into effect the prin-

ciples at which he has marveled his Detroit prototype has developed still more efficient methods. The irresistible momentum imparted by the restless spirit of scientific inquiry inevitably keeps an enterprise in the lead.

It is one of the characteristics of industrial research that it opens up undreamed-of vistas. Each new discovery leads to another.

An investigation conducted to ascertain why lamp bulbs blackened unexpectedly to the development of a new type of incandescent lamp—the gas-filled tungsten lamp that has brought us measurably nearer the ideal cold light of the firefly.

The discovery of mauve, the first coal-tar dye, paved the way to the whole coal-tar color industry of Germany. An effort to utilize the waste seed of cotton-ginning resulted in creating the rich cottonseed-oil industry.

Start a manufacturer on the road of industrial research, and he is sure not only to reach his intended goal, but to enter a new El Dorado, the existence of which he never suspected.

In all this there is a tinge of adventure. Instruct a metallurgist to discover why barbed-wire fencing rusts, and you may find yourself branching out as a maker of automobile steel. Try to discover what can be done with a vile-smelling fish-oil, and you may become a soapmaker. Employ a chemist to find a use for your waste lumber mill waste, and you may decide to engage in the making of alcohol or artificial silk. Every manufacturer is a potential Columbus. He has but to embark on the ocean of industrial research and to steer his course by the star that a chemist will indicate in order to reach that golden Cathay of which he has always dreamed.

It is with a view to awakening the South to the wonders of chemistry, to quickening the thought of this section about what the chemist, the chemical engineer and the metallurgist may do in the development of the South, and, at the same time, to show to the world the resources of the South for chemistry and industry, that we are preparing to publish next week our special issue, entitled "The Chemical Potentialities of the South." Be sure to read it.

The Nation's Surrender "More Important Than the Battles of Verdun."

Wright-Johnstone Contracting Co.,
General Contractors,
"Highway Building a Specialty."

Andrews, N. C., September 3.

Editor Manufacturers Record:

I am a copartner in the Wright-Johnstone Contracting Co. We have been engaged in construction work, building highways principally, for several years. Our contracts have been taken at very close prices. We have worked hard, maintained a good credit, and have always paid our men the highest wages governing this class of work. Our profits have been dangerously small. We have never missed a "pay day." Many of our men, both white and colored, have families, all of whom are dependent upon our pay for their livelihood. At present, by spending money and making almost super-strenuous efforts, we have supplied our camps with coal, provisions, feed and explosives to enable us to conduct our work three weeks.

Should this flagrant highway robbery demand of the so-called "four brotherhoods" go into effect tomorrow morning as threatened, we will be forced to shut down all of our works about the 25th of September. In this event we will be ruined ourselves and some 150 men, some with families to care for, thrown entirely out of work.

I have been a staunch Democrat all my life and an ardent supporter of our "Honorable President." I have admired all of his principles and efforts to upbuild the interests of our country, but I do honestly think that he is wrong in his views on this strike question. The railroad men of this country are now the highest paid class of workmen on earth, and, at the same time, the most spoiled and "catered" to of any class of workmen. A railroad company cannot expel one of them from service, even though the company knows that he is lax and careless in the discharge of his duties, unless the "brotherhoods" will agree with them that he is unworthy, and they rarely ever go back on one of their brothers (?).

I, for one, declare that even though I go to the wall, let's die fighting for "justice and the right." This hold-up battle between 400,000 selfish men and the rest of our citizens of America is of much more importance today, according to my way of thinking, than the terrible battles around Verdun, France.

Let's stand together and put these robbers down. Pay them all they are worth, but do not allow them to "rob" the public.

R. W. WRIGHT.

\$33,000,000 Raised Locally for Appalachian Highways*

AMAZING EXTENT OF CO-OPERATION BY STATES, DISTRICTS AND COUNTIES IN GOOD ROADS CONSTRUCTION—WONDERFUL SYSTEM OF MOUNTAIN ROADS UNDER WAY—WARNING AGAINST POLITICS AND FAVORITISM IN CARRYING OUT WORK.

The past year has witnessed a great drive forward all along the lines of improved road construction in the Southern Appalachians. Districts, townships, counties and States, and even the National Government, have taken advanced ground, with every prospect of closing the unfinished gaps and completing a great system of local and interstate highways within the next two or three years.

While the unprecedented rains have retarded construction work during the past summer, much progress has been made toward the completion of local and through highways throughout this territory; enormous funds have been provided for future construction; plans have been made, and large contracts have been let for the completion of many important sections of through highways as well as local road systems.

To those who know in a general way of the rolling and even mountainous character of this section, with its fertile valleys and hills and wooded mountain sides, under which lie hidden the greatest mineral resources in America, but who do not know of the history and character of the people, largely of native stock, of the Southern Appalachians, the figures representing bonds voted for road improvement are simply staggering.

During the past 10 years districts, townships and counties in western North Carolina, east Tennessee, southwest Virginia, eastern Kentucky and in West Virginia, embracing a territory about 200 miles wide by 600 miles long, have voted more than \$33,000,000 for improved road bonds.

I hear some motorist who got stuck in one of the few remaining mudholes in this section last summer say: "Figures may not lie, but liars do use figures."

These few mudholes are the result of several causes, perhaps the most important of which are the localized conditions under which the funds are provided and the roads constructed. The figures are correct; and the respective amounts follow:

Western North Carolina.....	\$3,500,000
East Tennessee.....	3,000,000
Eastern Kentucky.....	3,500,000
Southwest Virginia.....	4,500,000
West Virginia.....	12,773,500
Bridge warrants and certificates and direct levies for road construction.....	750,000
Total.....	\$33,023,500

Of this total for 10 years, \$11,000,000 was voted within the past year, and it is safe to assume that more than this \$11,000,000 has not yet been expended. Further, of the amount voted last year, 26 counties in West Virginia voted \$7,450,000, east Tennessee voted about \$1,000,000 and eastern Kentucky voted more than \$1,000,000.

My doubting motorist friend will please understand that the few unfinished sections in the great interstate highways which this association has been promoting throughout the Southern Appalachian territory are due to the fact that these vast road funds have not yet been expended, to the localized conditions mentioned above, and to the fact that there are still a few districts, townships and counties which have not awakened to their condition, and have not realized the absolute necessity, as a business proposition, of improved roads. However, the work of this association, and of other organizations, has been and is being continually directed to the improvement of these weak links, and remarkable progress has been made, especially considering these localized conditions, throughout this territory.

A recital of some of the more important improvements follows:

In western North Carolina important links in the Charlotte-Asheville Highway (Hickory Nut Gap road) and in the Central Highway were improved and these highways placed in fine condition for through travel, until the floods came and washed out bridges and fills,

which it will require several months to rebuild. The recent floods greatly damaged the Asheville-Spartanburg and the Asheville-Greenville highways, and the work of repairing the damage is under way. Much interest has been aroused in the Asheville-Murphy Scenic Highway, which is a part of the Asheville-Murphy-Atlanta Highway, and several bond issues have carried along this road.

Marked improvement has been made in the great highways extending along the Appalachian valley. Funds previously provided have been applied to the Bristol-Washington Highway in several counties between Bristol and Roanoke, and the Salem district, in Roanoke county, voted \$125,000 with which this road will be resurfaced entirely through the county. All the unfinished gaps in the 156 miles of Bristol-Memphis Highway between Bristol and Knoxville have been macadamized, except 12 miles at the Washington-Greene county line, and the four miles of this in Greene county will be macadamized this year. Contracts have been let for macadamizing the Bristol-Knoxville Highway through Hawkins and Grainger counties. The work is well under way, and this road will be macadamized the entire distance of 130 miles by the end of another year.

Construction work has gone forward on the Appalachian Way, the promotion of which was begun by this association at the Bluefield meeting last fall. Much work has been completed on this great scenic highway in West Virginia. Russell county has macadamized the six miles of this highway next to the Tazewell line. Tazewell has voted bonds to macadamize the four-mile gap east of Tazewell courthouse. Washington county has continued macadamizing the road between Abingdon and Bristol. So that of the 97 miles of Appalachian Way in Virginia, from Bristol to Bluefield, only 16 miles will remain unmacadamized this fall. Nine miles of this is between Greendale and Hansonville, in Washington and Russell counties, and practically the whole of southwest Virginia has concentrated on this section of road to receive Federal aid this year, with every prospect for success, although the Washington county funds have to be raised largely by private subscription, due to a local road law and a financially weak district in a county which handles road matters by districts.

Attention should be called here to what the Automobile Blue Book editors say is destined to be one of the most traveled tourist roads east of the Mississippi—that is, a connection between the Appalachian Way and Staunton, Va. There is now a good graded road from White Sulphur Springs to Bluefield via Narrows, Va., and within another year a macadam road will be practically completed from Staunton via Hot Springs, White Sulphur Springs and the other noted resorts in that section via Hinton to Bluefield. As soon as the Greendale-Hansonville gap is completed there will be a macadam road from Staunton through these springs to Bluefield and Bristol and thence to Knoxville or to Asheville via Elizabethton and Linville or via Morristown and Newport.

The section of Boone Way from Linville to Elizabethton is provided for, and construction is well under way. It will be opened as a graded road by May 1, 1917, and a part of it will be macadamized this year and next. From Bristol to Cumberland Gap, about 100 miles, about 40 miles will be macadamized this fall, and funds are in hand to macadamize 15 additional miles. The road is all graded, or provision made for grading, except about 20 miles, which is fair dirt and gravel road. In Kentucky, between Cumberland Gap and Crab Orchard, the bonds were voted 20 months ago, and work is under way in all the counties, and the entire section will be macadamized by the fall of 1917. Since these bonds were voted the Dixie Highway has been routed over this section of Boone Way.

The Federal-aid Road bill, recently enacted, will, if

rightly administered, go a long way toward aiding in the completion of these and other great interstate highways. But if the Federal aid is to be dissipated by trying the impossible of improving the road to the home of every local official and all the local roads in America, then it had better be repealed at once. Our State policies have been wrong about road construction. Our State Highway Departments in the Southern Appalachian territory have been too neutral regarding the expenditures of State-aid funds and the employment of convict forces. Instead of adopting a constructive State policy of building the main roads first, our policy has been to allow the local road authorities to say what roads shall be built, and the question is sometimes decided by one officer voting for another to have the State-aid in return for a vote for the chairmanship of the board.

If we are to have the right kind of construction progress, we must enlarge our vision and plans; the Southern Appalachian States must take over the main highways and complete the unfinished links with State and Federal aid and local funds, and then maintain them with State funds derived from automobile licenses or otherwise. If we do this, we will reap a golden harvest. Tens of thousands of tourists will annually motor over our white-ribboned highways, through our beautiful valleys and hills and mountains, and delight to leave hundreds of millions of dollars, which will be used for the development of our vast natural resources and for the pleasure and happiness and usefulness of our people.

NEW SHIPBUILDING PLANT FOR JACKSONVILLE.

Local Capital in \$200,000 Company—Contracts for Four Four-Masted Schooners Secured to Start With.

Jacksonville, Fla., August 29—[Special.]—The Hillyer, Spearing & Dunn Company was organized in Jacksonville August 29 to construct schooners, barges, lighters and wooden vessels of all kinds. The company is capitalized at \$200,000. A site with 600 feet of waterfront near the Florida East Coast bridge connecting Jacksonville and South Jacksonville has been secured.

The company has contracts for four four-masted schooners, construction to start immediately, and a force of 300 men will eventually be employed at the plant.

Charles L. Hillyer, for many years connected with the firm of Burwell & Hillyer, engineers, is president of the company; W. L. Spearing of the firm of Hillyer & Spearing, one of the most prominent contracting firms in Florida, is vice-president, and J. R. Dunn, prominently identified with real estate operations in Jacksonville, is secretary and treasurer. The board of directors is composed of the officers and Robert B. Young of the Interstate Lumber Co., Quitman, Ga.

Mr. Dunn and Mr. Hillyer recently returned from Maine, where they secured experienced men to superintend the construction of the vessels, plans for which have been prepared by Messrs. Cox & Stevens, naval architects, of New York city. The four schooners to be built first will be 200 feet in length and full rigged.

New Warehouse and Cold-Storage Plant at St. Joseph.

H. E. MOERS, Industrial Commissioner Commerce Club, St. Joseph, Mo.

A new industry, which promises to become one of the most extensive of its kind west of Chicago, is the St. Joseph Warehouse & Cold Storage Co., which has just completed a modern warehouse and freighthouse near the Swift & Co. packing plant. The warehouse is a terminal of all the railroads entering the city. No cartage on rail shipments is necessary, as the goods, in carload lots, are taken directly from the different railroads to the warehouse over the St. Joseph Belt Railway at the St. Joseph rates.

The plant is modeled after the Bush terminal warehouse in New York, and has a capacity of 300 cars. It is so constructed that as business increases the buildings, platforms and freighthouse can be increased in size without any reconstruction of the original buildings.

*Report of Construction Progress in Southern Appalachians, by Henry Roberts, Chairman, at Eighth Annual Convention of Southern Appalachian Good Roads Association, Lexington, Ky., September 6, 1916.

Present Obsequiousness of Congress Logical Sequence of Past Surrenders

[Special Correspondence Manufacturers Record.]

Washington, D. C., September 5.

When Congress recently abdicated its functions and surrendered completely to the trainmen's brotherhoods in order to prevent a strike, it marked the turning point of trades-unionism in the United States.

The position taken by the brotherhoods was that no impartial arbitration board shall hereafter pass upon their demands for higher wages. Whatever they ask must be given, or the transportation system of the nation and all its industries shall be brought to a standstill.

Arbitration, the brotherhoods said, had failed to give them their full demands in the past. Therefore, they will have no more to do with arbitration. It was not merely the existing agency for arbitration to which they object; it is arbitration generally.

The subservience of Congress to the labor unions reached the high-water mark when the eight-hour bill, requiring ten hours' pay for eight hours' work, was passed by the two branches of Congress. Yet those who have followed events in the past few years could not have considered this surrender unexpected.

There are supposed to be 2,000,000 paid members of the American Federation of Labor. There are probably about 750,000 other unions not affiliated with the Federation. The official statistics for trades-unions in the United States and Canada give the total number for both countries as 2,810,420. Canadian unionists number about 150,000. But even including the Canadian total, the percentage of trades-unions to the total population of the United States is much less than 3 per cent. This is not a conservative estimate. It is an extravagant estimate, allowing the unions a greater membership than they even claim.

But this 3 per cent. of the total population have now foreclosed their mortgage on the President of the United States and Congress. The brotherhoods' victory over orderly government was a logical development—a logical sequence of smaller surrenders made in the past.

Two years ago a majority of the membership of the House and Senate voted for a provision in the Sundry Civil bill to the effect that none of the appropriations therein contained for the enforcement of the Sherman law could be used for the enforcement of that law against any labor organization. Congress had previously shown its subservieny, but this was the beginning of the complete surrender. Yet here is the way President Wilson refers to that surrender, that exemption of organized labor from the law, in his speech accepting the renomination:

The workmen of America have been given a veritable emancipation, by the legal recognition of a man's labor as part of his life, and not a mere marketable commodity; by exempting labor organizations from processes of the courts which treated their members like fractional parts of mobs, and not like accessible and responsible individuals.

Is it any wonder that organized labor, the powerful 3 per cent. of the population, has been able to manipulate Congress at will?

There were 400,000 men engaged in the threatened strike movement. The census for 1910 fixed 2,637,671 as the number of persons actually engaged in the transportation business. In all occupations in the United States there are now about 40,000,000 persons engaged. This multitude has no power to protect itself against the President or Congress, who have taken their side with the 3 per cent.

Organized labor has Congress in the hollow of its hand. It had power enough to force through the provision in the army and navy and fortifications bill, which prevents any Government establishment or private contractor, employed on Government work, from using any of the efficiency or time measurement systems used in modern factories.

This prohibition prevents any manufacturer engaged on Government supplies from discovering what should be a fair average output from his employees. It prevents him from checking up the amount of work the idlers turn out and balancing it against the output of the efficient employee. It prevents them from giving

bonuses to any employees who may want to speed up and show what he can do.

The labor organizations have not hesitated to strike at the very roots of Government efficiency. Congress has been under a reign of terror from the unionists, who boast constantly of their political power. Congressman J. Hampton Moore of Philadelphia had courage enough to denounce Sam Gompers and Frank Morrison as lobbyists one day when they were sitting in the gallery watching some of their pet legislation go through, and at the following Congressional election he was returned to his seat in the House by an overwhelming majority. When Sam Gompers himself ran as delegate to the Constitutional Convention in New York, with the support of the Democratic organization, he was overwhelmingly beaten.

All that Congress had to do to stop the strike that was impending on the railroads was to pass a law similar to the Canadian Industrial Dispute act. This would have suspended the strike until there had been an investigation.

There would have been no need of making a strike unlawful, or to provide compulsory arbitration. There would have been no suggestion of compelling men to work. Any man can leave his work any day. All that the Canadian arbitration law does is to prevent the organization of a strike until there has been an impartial investigation of the dispute and a public report. Either side can then strike or cause a lockout.

But Congress refused even to consider such a remedy until the men had been given just what they wanted. There was no consideration of the justice of such a bill to the railroads. There was no question as to where the money for ten hours' pay for eight hours' work was to be obtained by the roads. "Surrender first and discuss it afterwards" was the slogan of the majority party in Congress.

TENNESSEE POWER CO.'S IMPORTANT NEW DEVELOPMENTS.

\$1,150,000 to Be Expended on Additional Hydro-Electrical and Steam Power Plants.

Additional plants to cost \$1,150,000 are being built by the Tennessee Power Co., headquarters at Chattanooga, Tenn. The company has present developments on the Ocoee River, comprising two hydro-electric plants having over 50,000 aggregate horse-power, and also auxiliary steam plant, with an aggregate of 40,000 horse-power. The new improvements will provide an additional hydro-electric plant and another steam plant. Concerning the developments, Richard Stites, general superintendent, writes from the company's offices at Chattanooga to the MANUFACTURERS RECORD:

"At Great Falls, on the Caney Fork near Rock Island, Tenn., a new hydro-electric plant is in process of construction as follows: Concrete dam 29 feet high. On top of this dam will be a row of taintor gates 14 feet high, making a total height of 43 feet. This dam will divert water through a tunnel 12 feet wide by 14 feet high, and 500 feet long; then through a steel penstock 12 feet in diameter and 200 feet long to a 12,000 horse-power water-wheel, direct connected to a 9875 K. V. A. generator. The Allis-Chalmers Company, Milwaukee, has the contract for furnishing and installing the water-wheel and generator. The Gould Contracting Co. of Nashville, Tenn., has the contract for the dam and tunnel. All other work is being done by the company's engineers. The estimated cost of plant complete is \$700,000.

"At Parksville, on the Ocoee River in Polk county, about 4½ years ago, a hydro-electric plant was completed by this company. In connection with this plant there is now being installed a steam plant made up of two 6500 K. V. A. Curtis turbines, supplied by six 440 horse-power B. & W. boilers. There is a reinforced concrete stack 200 feet high. The furnaces have Sanford-Riley stokers, and the cinders are taken away by a drag-chain conveyor, thence by bucket elevator to bin.

The coal is dumped from cars into track hopper, then by conveyor to 300-ton coal bin, from which it is conveyed by larry car to stokers. The General Electric Co., Schenectady, N. Y., is installing the turbines. The Babcock & Wilcox Company, New York, is installing the boilers, and the Sanford-Riley Company the stokers. All other work is being done by the company's engineers. The estimated cost of the plant is \$450,000."

Southern Industrial Activities.

Since January 1 there has been published by the Construction Department of the MANUFACTURERS RECORD a total of 41,156 items relating to industrial developments, railroad and financial operations, building enterprises, and general business interests of the South and Southwest, these having appeared first in the Daily Bulletin, then in the weekly publications of the MANUFACTURERS RECORD. Of this number (41,156) of important and concisely-presented statements as to Southern industrial progress, 5006 items have been shown during August.

Under their appropriate headings items for the preceding seven months of the year have been summarized in monthly statements. Items for August are similarly reviewed in the following table:

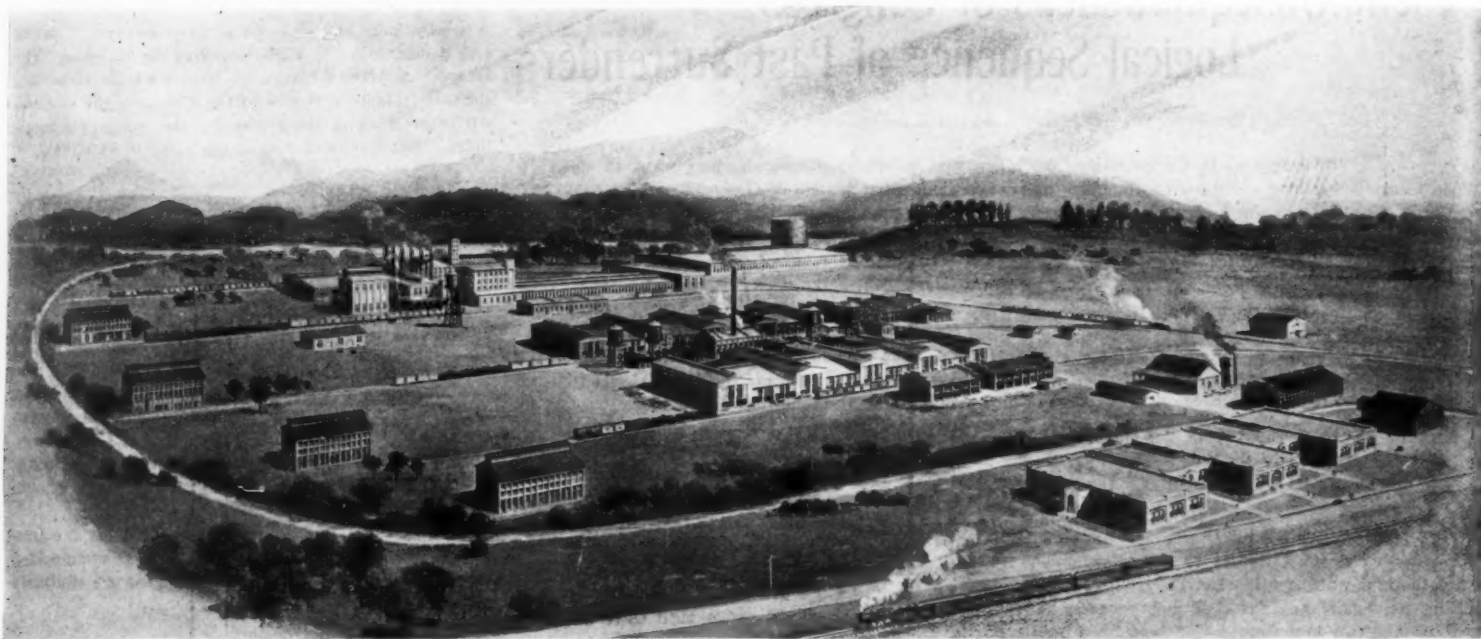
Industrial and Developmental.	
Bridges, Culverts, Viaducts.....	103
Canning and Packing Plants.....	27
Clayworking Plants.....	8
Coal Mines and Coke Ovens.....	21
Concrete and Cement Plants.....	3
Cotton Compresses and Gins.....	34
Cottonseed-oil Mills.....	11
Drainage Systems.....	17
Electric Plants.....	87
Fertilizer Factories.....	3
Flour, Feed and Meal Mills.....	23
Foundry and Machine Plants.....	47
Gas and Oil Enterprises.....	199
Hydro-electric Plants.....	15
Ice and Cold-storage Plants.....	32
Iron and Steel Plants.....	3
Irrigation Systems.....	4
Land Developments.....	27
Lumber Manufacturing.....	60
Metal-working Plants.....	6
Mining.....	51
Miscellaneous Construction.....	65
Miscellaneous Enterprises.....	105
Miscellaneous Factories.....	192
Motors and Garages.....	92
Railway Shops, Terminals, Roundhouses, etc.....	9
Road and Street Work.....	326
Sewer Construction.....	88
Telephone Systems.....	13
Textile Mills.....	62
Water-works.....	134
Woodworking Plants.....	57
Buildings.	
Apartment-houses.....	91
Association and Fraternal.....	34
Bank and Office.....	75
Churches.....	122
City and County.....	61
Courthouses.....	17
Dwellings.....	481
Government and State.....	16
Hospitals, Sanitariums, etc.....	36
Hotels.....	55
Miscellaneous.....	60
Railway Stations, Sheds, etc.....	39
Schools.....	376
Stores.....	276
Theaters.....	20
Warehouses.....	40
Railroad Construction.	
Railways.....	79
Street Railways.....	11
Financial.	
Corporations.....	99
New Securities.....	432
Fire Damage, etc.....	4,255
Machinery, Proposals and Supplies Wanted.....	146
Total for August.....	5,066
Previously detailed since January 1.....	36,090
Total for eight months.....	41,156

Woodstock Properties Leased to Operating Corporation.

Referring to plans of operation of the Woodstock properties at Anniston, J. B. Carrington, president of the Woodstock Operating Corporation, writes to the MANUFACTURERS RECORD:

"The Woodstock Iron and Steel Corporation has leased to the Woodstock Operating Corporation of New York its furnace plant, ore mines, limestone quarry and appurtenances at Anniston, Ala. The furnace was put in blast on August 10. The iron will be made from brown ores, and our production will be about 250 tons per day. The officers are: J. B. Carrington, president; W. H. Weatherly, treasurer; T. D. Donoho, secretary. Crocker Bros., 30 E. 42d street, New York, are our selling agents."

THE SOUTH'S BIG COAL-TAR DYESTUFF PLANT.



BIRD'S-EYE VIEW OF FEDERAL DYESTUFF & CHEMICAL CORPORATION'S PLANT AT KINGSPORT, TENN.

The complete resources and advantages which the South offers for chemical and associated industries is well indicated in the establishment of the big plant of the Federal Dyestuff & Chemical Corporation at Kingsport, Tenn., shown in the accompanying illustration. This is America's first large, comprehensive coal-tar dyestuff plant.

In November last, after investigating sites in all parts of the country, the officials of the company purchased 200 acres of land at Kingsport and immediately started the construction of buildings for the manufacture of dyes.

The products of the Kingsport plant will be made direct from raw materials, and will include all the principal aniline, naphthalene and anthracene dyes, as well as caustic soda, chlorine, various acids and heavy chemicals incident to this line of manufacture.

The company first started the manufacture of sulphur black (largely used by the textile trade), with initial capacity of 10 tons of sulphur black daily.

A department is provided for an aniline oil plant, which is furnishing 10 tons per day, and will be used entirely by the company for making dyes. A large number of steel storage tanks on heavy concrete foundations have been built, these having a combined capacity of 200,000 gallons. They are used for storing the company's supply of benzol, toluol and nitric acid.

For the manufacture of caustic soda and chlorine a large building of 200x300 feet has been constructed, and this department will have a capacity of 20 tons of caustic soda and 20 tons of chlorine daily. The chlorine will be used entirely in a separate department for a special process for making dyes, while the caustic soda will be sold.

The company is now said to be proceeding with the construction of a large plant for making its own nitric acid.

All of the buildings of the plant are of substantial construction, being built of concrete, brick and steel. The different buildings are scattered over a large area, in order to reduce to a minimum hazards from fire and explosions. The entire plant has been designed and built according to the ideas of Dr. John C. Hebden, vice-president of the company, who spent a number of years in European dye works and is well known as an authority on dyestuff manufacture. In discussing the reasons why Kingsport was selected for the location of this big plant, Dr. Hebden has stated:

"Kingsport is as near Chicago as Buffalo. It is therefore at the door of the great markets of the Middle West. It is nearer the textile market of the South than any of the chemical manufacturing plants of the country. Therefore, a plant located at Kingsport can compete in these markets better than if located in the North or West. Very high-grade coal in abundance is in the immediate vicinity, some of the coal veins being located at a distance of 12 to 16 miles. Limestone, iron ore, manganese, barytes, zinc blende, pyrites, bauxite, kaolin, hardwood and other raw materials are to be had in abundance within a very short radius of this point. When you consider the great tonnage of raw material that is necessary to keep a chemical plant in operation and take into consideration the fact that outgoing products travel in all directions, it is a very great advantage for a manufacturing concern to locate at or near the raw products. Kingsport has a mild climate, has an abundance of soft water and is particularly well located with reference to railroad connections."

The company has before it plans for the enlargement of the plant, and for this purpose has options on 300 acres of adjoining property.

100,000 HORSE-POWER HYDRO-ELECTRIC DEVELOPMENT PROPOSED.

Paper Mill, Glass Factory and Electrochemical Industries Suggested for Webster Springs, W. Va.

The Webster Springs Power Co., H. Shain, president, Fairmont, W. Va., writes to the MANUFACTURERS RECORD:

"Our application for a permit to construct dams on the Elk and Gauley rivers in Webster county is still pending before the Public Service Commission of West Virginia. This permit must be obtained before work is started.

"This development would generate 100,000 continuous horse-power and would open up a section of country that has a great many natural resources, among them being a very rich growth of soft timber, covering an area of approximately 3000 square miles, that would float into a paper mill located at Webster Springs. There is a fine grade of glass sand located on Gauley Mountain that would pipe into a glass factory located at Webster Springs, and this in connection with electric heat that could be furnished on a basis of at least four-cent natural gas, with lime rock in adjoining hills, makes it an ideal location for manufacturing purposes.

"There is plenty of New River coal laying along the Elk and Gauley rivers that can be purchased for \$25 per acre, with a railroad now ready to haul it to manufacturers."

Claims Our Industrial System Rests Upon a False Foundation.

Editor Manufacturers Record:

I do not care to go into analytical detail concerning a discussion of our industrial fabric further than to observe that our entire industrial system is built upon a false foundation. The people of this generation are making it harder for the people of the next generation to live, and if this rate goes on for another hundred years the problem of human life in the United States will have reached a most acute and peculiar situation. Exploitation is the slogan of the day and hour. A virgin forest at once suggests to the sawmill man or the man with money to invest that it should be hewn down, converted into lumber and sold for gold, although he may already have far more than he knows how to handle. A beautiful running stream must be converted into a mill race simply because it will produce gold. Thousands of acres of land must be settled by foreigners simply because it will produce material that will bring gold.

In the continual settling up of our vacant lands no thought whatever is being taken of the millions of boys and girls in the country who will want homes of their own in the years to come.

In all seriousness it is time we were stopping and giving thought to these things. The idea uppermost, the main idea, seems to be and is to get the land settled right now, and let the devil take care of the future, of the boys and girls of this country.

Were it in my power, I would stretch forth my hand this moment and absolutely forbid another foreigner coming into this country for the next 50 years. I would stop all colonization schemes and hold the vacant lands for our own boys and girls. Our modern industrial methods are hurling this nation towards national calamity by and by as fast as time can roll. We are not thoughtful of posterity. Just so we and ours live and do well, we seem to care not for those yet in the future.

The true science of successful and permanent government cannot endure as long as it rests upon such premises as these. Living is becoming more and more crucial as the hours pass. Our motto is to skin, exploit, tear down, sell for gold and live for today only.

As a matter of information I should like to ask the editor of the MANUFACTURERS RECORD what are the little boys and girls of this and the next generation going to do for homes if there is not an acre of land remaining for settlement. The land is disappearing as fast as the hours pass. It is being gobbled and settled by great corporations. And who are these corporations placing upon these lands? Foreigners who cannot speak our language, and who know only how to work and produce something that will sell for money—something to make somebody rich. Every foreigner that comes to this country means cheap labor, and cheap labor is a menace to the very basic principles of our entire political fabric.

HENRY C. FULLER,
Editor Southwest.

Houston, Tex., September 2.

News and Views from Our Readers

"What Is Going to Happen When the War Stops?"

R. D. HATTON, Vice-President and General Manager
Laclede-Christy Clay Products Co., St. Louis.

The above question was put up to 1478 big business executives recently. Half of them replied that their business would be immediately affected.

If the war is terminated abruptly, business in general is going to receive a quick paralyzing halt.

In our opinion, what will happen if the precedents set by every other war of modern times are followed will be an immediate pause. Activities will cease for an intensive survey of the general situation. The folly of business fear will be so apparent to any thoughtful business man that adjustments to peace conditions will ensue over night, and there will be a quick resumption of trade to almost the same high level of volume and prices as during the war. This sharp upward revision will establish a new business and price level. Modern history teaches this lesson: War always fixes a permanent business level higher than the preceding normal level!

Our own Civil War, for example, produced a permanent increase of fully 50 per cent. in the cost of labor, of foodstuffs, of raw and manufactured materials.

Another thing that history shows us is that the upward movement of the normal level is in direct ratio to the importance and duration of the conflict.

This war being enormously the greatest in the world's history, and having been in progress over two years, with the end not yet in sight, we may look for it to exert a correspondingly staggering influence upon the normal business and price level.

A writer in the American Review of Reviews says on this point: "War price increases, like war taxes, are never reduced. They pin themselves permanently to the social fabric and demand that their high level, though perhaps not their high peaks, be regarded as the normal level of the future."

This war is a world war, and the readjustment to follow will be world-sweeping. If the readjustment follows all precedents, the effect upon business generally will be approximately what the chart shows.

In our own business, the manufacturing of high-grade refractory materials, we look for just such a result to follow the war, whenever it stops. Our great facilities are lined up in preparation for it. Our whole organization is pointed for it.

Would Dispose of Palmetto Roots and Fiber.

JORGEN JORGENSEN, Pineora, Ga.

The untiring efforts that you have put forth in behalf of Southern enterprises prompts me to seek advice through you or your readers in regard to the following proposition:

I intend to make a business of land clearing. Here at Pineora I have an option to clear a large tract of land. I am to get what is on it, on condition that I put it in shape for the plow.

Part of it is covered with a considerable growth of palmetto shrubs. I understand that palmetto roots are used in the preparation of a tanning extract, and that the fiber in the leaves and stems also has a commercial value. If I can find a manufacturer who is interested, I can deliver about 800 tons of fresh roots, and I can furnish 1000 bales of fiber.

I will appreciate it highly if you can give me the names of manufacturers of palmetto extract, and if you can put me in touch with buyers of palmetto fiber.

Slate and Baryta Near Chatsworth, Ga.

DR. THOMAS E. GREEN, Secretary Chamber of Commerce, Chatsworth, Ga.

Roofing slate of a very high grade in large quantities has been discovered on the property near Chatsworth. The outcroppings give promise of an excellent quality and an exceptionally thick vein. Samples show elasticity, toughness and good cleavage, uncommon so near

the surface. Chatsworth would indeed be proud to have its new courthouse covered with slate from its immediate vicinity.

We notice in the MANUFACTURERS RECORD of recent date a heading, "Active Demand for Minerals in Georgia." To prospectors and investors seeking commercial deposits of baryta we would call attention to the fact that there is a large deposit of baryta two or three miles above Chatsworth which was once worked.

Thomasville, Ga., Wants Furniture Factories.

LESTER C. BUSCH, Secretary Commercial Association,
Thomasville, Ga.

Situated in the heart of the yellow pine and hardwood sections of Southern Georgia and Northern Florida, Thomasville is ideally located for the manufacture of bedroom and dining-room furniture, couches, tables, chairs, etc. Lumbering concerns of this section have refuse lumber, etc., which could be used for furniture manufacturing for many years to come without having to draw on any virgin timber except for the better grades of high-class furniture.

Labor and markets are both attractive, freight rates commensurate with the business, and very likely some small amounts of local capital would be available for the right parties.

Blot Out the Whiskey Traffic.

S. T. RANDLE, Paducah, Ky.

I have read with a great deal of pleasure the editorial "Are You a Partner Here?" on page 38 of the MANUFACTURERS RECORD, issue of August 24, and take pleasure in endorsing your views to the utmost.

If Georgia is going to collect 10 cents on each package of whiskey that comes the mail-order route, why not go further and license saloons and get all she can?

It is quite a pleasure, indeed, to see these articles published by a magazine which carries such weight and influence as does the MANUFACTURERS RECORD. We are glad to see you take this position, and trust that you will come out more frequently, as your concern can wield great influence in blotting out the whiskey traffic.

ANOTHER CRY OF "GOD HELP THE COUNTRY."

The Country Has Been Challenged by the Railroad Unions.

No. 3 E. Eighth Street,

Atlanta, Ga., September 4.

Editor Manufacturers Record:

In the controversy between the railroads and unions, wherein the public is really the main party involved, there has been too little said of the obligations assumed by those who enter positions in which they are to serve the public. There has been talk of the "slavery" involved in compulsory arbitration. To talk of "slavery" in such a connection is absurd. While no man can be compelled to enter the employ of a public service corporation, once in it he has assumed a duty that he has no right to drop at will.

This principle has been clearly laid down and accepted as against the railroads. No man can be compelled to put his money into the building of a railroad, but when it is once built he cannot abandon the operation of it at will. A railroad cannot even abandon the operation of a single train without the permission of the public service commissions. But the railroad can continue such operation only through its employees, and these employees insist that they must have the right to abandon its service at will, to conspire together, to do so simultaneously and to prevent others taking their places, and this absolutely without restraint. That is, the employees insist that they must have the right to prevent the railroads doing what the railroads are legally (and morally) compelled to do. What could be more illogical than such a contention? And if it is to

be sustained, what can ever protect the country from going through an endless series of such experiences as that which we have just witnessed?

As the matter now stands, the railroad unions have the country by the throat. They have been in the position of a man who, claiming ownership of a horse and a sheep in the possession of his neighbor, should go and seize that horse and sheep, refuse to submit the case to a court and threaten to shoot the neighbor's wife and daughter first and then the neighbor himself if his claim was not at once acknowledged, his ground for refusing to take the case into court being that when in a previous case he had claimed the ownership of another horse and another sheep in the possession of that same neighbor the court had awarded to him only the ownership of the horse. And if that neighbor, compelled to yield by the threat against his wife and daughter, and owning other horses and sheep, should then settle down without precautions against a repetition of the act, could he blame anyone but himself if the claimant should return and take from him his other horses and sheep to the last one he possessed? And would he not be a double-dyed fool if in this situation he accepted as a reason for inaction the supposition that the robber had taken only what he thought he was entitled to and that he would be guided by the same spirit of moderation in the future?

If President Wilson had said to the union leaders that they must submit to arbitration; that if they called a strike he would do what Grover Cleveland did in '93—use the armed forces of the United States to prevent interference with the operation of the railroads by those who were willing to work—and that he would appeal to the country to support him in the position that no set of men have a right to undertake a duty and then arbitrarily desert their posts and thereby bring ruin and suffering and starvation on millions of their fellow-citizens—there would have been no strike, and the country would have rung with applause.

As it is, the only hope that the country will not be subjected to a series of strikes by the trainmen's and all other unions lies in the prompt passage of the measures advocated by the President before Congress, or similar ones equally or more effective. And these the unions have declared they would not accept for the, to them, sufficient reason that they would be deprived of the power which they have just exercised to hold up the country by the throat, and that the loss of this power would subject them to "slavery" and "involuntary servitude." As well maintain that to compel a man to carry out a contract deliberately entered into subjected him to "slavery" and "involuntary servitude." And to what condition of "slavery" and "involuntary servitude" do they propose to subject the country? Simply to that of putting itself utterly and irrevocably in their power, on the supposition, forsooth, that that power will be exercised mildly and beneficently. The country has just seen what any subject of that power will have handed to it if it tries to get obstreperous.

If this position of the unions is not a challenge to the country, then never in this world was a challenge issued. And if the country submits and eats the dirt thus handed to it it gives notice to itself and to all the world that it is no longer a free country, but has surrendered its sovereignty and is hereafter to be as much subject to the leaders of the unions as was ever the republic of Venice to the power of the Council of Ten.

We may give to President Wilson credit for honestly believing that what he asked the railroads to concede should have been conceded, and that the principle of arbitration has not been sacrificed. The test will come when the remainder of his proposed measures, which are opposed by the unions, come before Congress. Is he prepared to appeal to Congress to enact now those measures which he has declared are essential and to hold it in session until it does, as he did when he secured the passage of the national bank act? Or, if not, will he give any assurance as to what he will do and when he will do it?

If President Wilson does not propose to fight for and secure the enactment of his full program, then I, who have always been a Democrat and have never voted for other than a Democratic candidate for President, say, God help the country if he is elected to a second term!

CHAUNCEY SMITH.

Prosperity for Mississippi Through Crop Diversification

LESSON LEARNED BY FARMERS WHEN BOLL-WEEVIL CAME — COTTON MAINLY A SOURCE OF CREDIT, INSTEAD OF REAL MONEY CROP — PROFITS IN STOCK RAISING — PROSPERITY OF FARMERS SHOWN IN AUTOMOBILES, GOOD ROADS AND BETTER SCHOOLS.

By O. P. McPHERSON, JR., Gloster, Miss.

No country offers more for the time, money and energy expended than does this beautiful "land of the pines." Many Northern and foreign people are being attracted every year by the mild winters, healthy climate and hospitable people.

Our soil readily responds to proper cultivation, rotation of crops and general up-to-date soil management.

Practically, since this country was first settled it has been backward in its agricultural methods. Cotton was almost the only crop produced for many years. The farmers would plant cotton on almost every available acre. Very little corn, meat and other necessities were raised at home. Everybody was content to raise and sell cotton and buy everything else.

But growing nothing but cotton on the same land year after year was gradually taking all the necessary chemical elements out of the soil, and there was absolutely nothing put back to keep the soil up. In the course of time that land was so impoverished that it would not produce cotton without large quantities of fertilizers, which in due course went to much higher prices. But still everybody stuck to cotton, barely making ends meet, until from the Southwest there came the Mexican boll-weevil as an invading army.

A few of our farmers were out of debt, and had foresight enough to stay out by quitting cotton entirely the first year or two after the advent of this destroyer. Other planters could have quit if they had wanted to, but feeling it was only a temporary calamity that could not last but a very short time, they put on a bold front and tried to conquer the pest and grow cotton in spite of the weevil's ravages. They only went deeper in debt than ever. Still others probably would have abandoned cotton if they had been out of debt, owned their own farms and had felt that they were able financially or knew how to turn their attention to more diversified farming. But they were "heels over head" in debt, either rented their land or it was under a heavy mortgage, and they had been raised "in the cotton field," and knew absolutely nothing about raising anything else.

The farmers of the first class described above have turned their attention to diversified farming, and there are very few of them that will not tell you they are in better circumstances than they were when the boll-weevil came; that every one own their homes, are out of debt and mean to stay out of debt by raising practically everything they need at home and selling the surplus. Some of the second-named class are still holding on, and are gradually, yet surely, being swept out of the old rut into new paths by the on-pressing tide of progress. Others of them have turned loose everything they ever had, gathered up a few necessities and gone to where the negro, the mule and cotton still occupy the throne of supremacy. I suppose they did the right thing, because, as has been said of the third class, a large majority of them knew nothing of diversified farming, but they did know how to raise cotton. Therefore, they benefited themselves by going to where they could carry on the work they were best fitted to do, and benefited the country by giving place to new people who were schooled and trained in other lines that were to embody the principles of the future Southern agriculture.

The third class, with only a few exceptions, have turned their backs upon the farm forever. Becoming discouraged and disheartened, they turned everything they had over to their creditors and are now doing public work. Some are working for sawmills, railroads, etc.; others have gone to places where cotton can be grown, and still others are working as day laborers on the farms of the more prosperous.

A very large per cent. of the negro labor has left this country. Some people regard this as a great calamity and loss. But the majority of our best farmers are more prone to consider it a blessing.

As long as we could raise cotton the large amount of negro labor was essential to this country, but when the boll-weevil came and put a stop to our old methods of farming we did not need so many negroes. Under the new methods, which are being adopted so fast by our farmers, all the land in cultivation can be more easily and more successfully cultivated with a few wage hands and labor-saving implements.

While on the negro problem, it might be stated that we have quite a number of negro landowners who are just as good farmers as our average white farmer.

When the farmers of the first class, previously described, saw that cotton raising was a back number in the history of this country they were wise enough to accept it as such and at once set about to find a solution to the problem.

They tried raising peanuts on a large scale, but as they either didn't understand raising them profitably or "something was wrong somewhere," they practically abandoned them altogether after a year or two of experiment. Although some people still plant them for the market, the acreage is comparatively small. It was hoped by many that this would prove a satisfactory crop, as the soil seemed so well adapted to their culture, and properly managed they could be raised and sold profitably. They should pay, too, if grown for nothing but feed, for which they have few equals. But despite all the agitating and encouraging talk, the farmers almost as a whole "swore off" from peanuts forever.

Our next move was a good one, and has been very essential to our welfare in the succeeding years. It was decreasing the acreage in cultivation with an effort to increase the production of every acre in cultivation. With only a limited amount of labor and a smaller amount of capital, we could not afford to try to cultivate the vast acres we once did and only make the usual "handful" per acre.

As to what has been done and what has been raised under boll-weevil conditions. When the acreage of every farm was decreased it left many, many acres lying idle. This land would have been practically wasted and would have lost what little fertility there was left in it had it not been for a little plant known as lespedeza, or Japan clover. This little plant fairly took possession of the discarded acres. It grows anywhere, and is often several inches high on the poorest hillsides. Being a legume, it is not only furnishing a nutritious pasturage for our ever-increasing herds of cattle, but is also constantly carrying on the valuable work of taking high-priced nitrogen from the air and storing it in the soil, that is so much in need of it. Some of our more progressive farmers sow large amounts of this legume for hay. It makes a very nutritious hay that will help winter the cattle, or will bring a good price on almost any market.

Cattle raising is fast becoming the leading cash money business. Cattle can be raised here very cheaply if they are backed by a good manager and have a little good blood infused into their veins occasionally. Our lespedeza, white clover and Bermuda-covered "lying-out" lands, and our cool, clear, running creeks, with their banks heavily lined with canes, afford a good pasture almost 12 months in the year.

Quite a few of our farmers have given a great deal of attention to dairying in the past few years, this being a profitable means of converting idle lands and grass into cash money. The dairy herds are growing fast in numbers and in the quality of the herds.

Hog raising is a paying business, and is growing in popularity. The old "razor back" is extinct, and has given place to hogs that return greater gains for the amount of care, feed and time given them. When our farmers become more educated to the advantages of good hogs and find how cheaply they can be raised

through the rotation of pastures, legumes, etc., this business will be much more profitable than it has been yet.

Little flocks of sheep are beginning to dot the country once more. There was once a large number of sheep in this section, but the ravages of worthless dogs almost cleaned them out. It is a note of progress that our people have decided that the sheep are more valuable than the curs.

Many mules and horses have been bred in recent years, so that now a majority of the best mules and horses that are now in this country are home-raised. Few lines would be more profitable on a large scale than this.

In sections poultry farms have been established. This is another business with a bright future. It is profitable either as a side line to the general farm or as an individual business.

This is a healthy country for not only man, but for beast as well. We very seldom have any serious diseases among our stock, and an epidemic is practically unknown.

In some sections of the boll-weevil district truck farming leads all other lines, but this is not the case generally. In a few places this has proven a very profitable business, and I see no reason why truck farming could not be made a paying business anywhere in the South.

Corn is our leading crop, although it is not much of a money crop with the present low yields per acre. Vast areas of the old cotton land have been put into corn and kept in corn alone every year since cotton was abandoned. If our farmers would rotate their crops, select seed, properly cultivate and scientifically use green and stable manure, with a little phosphorus in some form, there is no telling how much corn could be made on this sandy loam. Corn would then be a good money crop; that is, it would be profitable to sell the surplus.

Irish potatoes have served a good purpose as a cash crop in both spring and fall. They make splendidly in both seasons, and are easily kept in this climate.

Peas occupy a position of rank among our many other crops. Peas of all kinds are raised for both the market and feed, and along with peas the valuable crops of velvet and soy beans. All these are great soil improvers, and are particularly adapted to this soil.

Sweet potatoes yield abundantly, and are grown extensively for home consumption and the local markets. In this climate the vines can be put out as late as the latter part of July or the first of August and still make a good crop.

Many of our farmers grow watermelons for the local market, and often receive \$50 to \$100 an acre for them.

Every farmer raises his own sorghum and Louisiana sugar-cane, making large amounts of excellent molasses from both. Both yield heavily and give good returns for the amount of land, labor and fertilizer used in their production.

A large number of our farmers even raise their own rice. By planting it in low places that would be practically useless otherwise they make plenty of fine rice for home use and enough to spare to the chickens.

Crimson and bur clovers are beginning to appear. Both, however, are still in their infancy here.

The above named constitute our principal crops with the exception of garden crops. Our people are noted for their excellent gardens all the year. Vegetables of all kinds are grown for home use, for canning and for the local markets.

Automobiles are fast becoming popular with the country and town people, and good roads are following in due course. Every year new gravel roads are being built to take the place of the old dirt roads.

Everywhere the small one-teacher school is giving place to large consolidated schools, where the children can receive the best training under good teachers.

Almost every county has built or is building an agricultural high school, with a curriculum extensive enough to give the students a practical and useful education.

The towns in the boll-weevil district are doing much better than the outside world think. They are doing a fairly good cash business all the year.

The cross-tie and sawmill industries have been a great help to our towns as well as furnishing work to the farmers when they are not busy with their crops, thus giving them an opportunity to earn some cash money in idle times.

Cotton has never been as much of a money crop as

it has been a source of credit in this country, but under scientific farming and without the boll-weevil it no doubt could be raised profitably as a side line to bring in some cash money in the fall. It will never pay to grow nothing but cotton here any more. Our farmers have learned a lesson in the hard school of experience, and will not forget it soon. If the boll-weevil were to suddenly vanish from this country forever, I do not believe our farmers would ever get back into the old one-crop cotton rut again. I believe they will always raise a living at home, and raise cotton only as a side line.

REORGANIZING IRRIGATION DISTRICTS IN LOWER RIO GRANDE SECTION.

Refinancing Provides for New Machinery and Extensions—Prosperous Season in Truck, Fruit and Sugar-Cane.

San Benito, Tex., August 31.

Acting under the terms of the irrigation district law passed by the thirty-third Texas Legislature, the land-owners under the irrigation system of the San Benito Land & Water Co. at San Benito have voted to organize an irrigation district and purchase the canal system. Only four negative votes were cast.

The San Benito Land & Water Co., owner of the irrigation system, has been since July, 1913, in the hands of a receiver in the United States District Court.

The irrigation system, which is the largest in the Lower Rio Grande Valley, and one of the largest in the Southwest, was started in 1907, and its construction cost about \$1,500,000. It is partially a gravity system, water being available by gravity during high-water periods in the Rio Grande. The main canal is 37 miles long, and averages 300 feet in width, and about 200 miles of lateral canals traverse the territory it serves. Due to the delta formation in the lower part of the Lower Rio Grande Valley, in which this system is located, water is held in the main canal at five levels, the highest being at the bank of the river, from which it is dropped or locked down four feet at a drop to each of the four succeeding levels.

The newly-formed district, which is known as Cameron County Irrigation District No. 2, comprises 52,000 acres, and in addition to this acreage the district has entered into a contract to water 16,000 acres of land adjoining the district belonging to the San Benito Irrigation Co. About half of the land in the district proper is in a high state of cultivation, the principal crops being cotton, sugar-cane, corn, feedstuff, citrus fruit and winter truck. The section has just closed an especially successful truck season. The towns of San Benito, 4500 population; Los Indios, Rio Hondo and La Paloma are located within the general boundaries of the district, but the towns themselves are excluded from the district.

San Benito is on the Gulf Coast Lines, 19 miles north of Brownsville and 8 miles east of the Rio Grande. The district is traversed by the lines of the San Benito and Rio Grande Valley Railway, with headquarters at San Benito, which road does a general freight and passenger business by steam trains and motor cars. This road operates over about 50 miles of line, and makes a loop over the district, affording convenient transportation to every part of the section included within the district, and has proved of exceptional convenience in handling the heavy tonnage of sugar-cane and truck produced on the tract.

At the election at which it was voted to form an irrigation district P. R. Foley, Richard Mitchell, N. R. Shafer, J. L. Landrum and Alba Heywood were elected directors, and upon organization of the board P. R. Foley was elected president and Alba Heywood secretary. The manager for the system under the district has not been selected. An agreement has been entered into between the directors and a committee of the holders of the balance of \$1,050,000 in bonds issued by the San Benito Land & Water Co., whereby the bondholders' lien will be foreclosed and the property sold on order of the court and resold to the newly-formed district. Six hundred thousand dollars' worth of 6 per cent. bonds will be issued by the new district, \$300,000 of which will be paid for the canal system as it stands, \$150,000 sold at par and accrued interest, through the W. R. Compton Bond & Mortgage Co. of St. Louis, which company handled the original bonds

issued by the San Benito Land & Water Co., and have entered into a contract with the directors of the district for the new bonds. Ninety thousand dollars in bonds will be handled through other channels by the district. The property contracted to be purchased includes, in addition to the canal system and pumping plant and intake facilities, the office building, a \$16,000 building located in the town of San Benito and all equipment used in the operation of the irrigation system, but does not include the utilities plant in the town of San Benito, light, water and phone, which is owned by San Benito Land & Water Co. and involved in the same receivership proceedings with the canal system.

The \$250,000 placed at the disposal of the district above the purchase price of the canal system will be used in needed improvements, including dredging, and for extensions.

Replacements of water gates and conduits will be made with gates and conduits of the latest and most durable type. Such additional pumping machinery as will be installed by the district at the head works will be operated by internal combustion engines direct connected to centrifugal pumps. The contract to water the adjoining 16,000 acres of the San Benito Irrigation Co. calls for the installation, at the expense of that company, of pumping facilities at the head works of the district of this type and for the furnishing of water to their lands in units of 500 acres each as fast as they are equipped with canals and the pumping facilities installed with which to furnish water.

The San Benito district is the third in the Lower Rio Grande Valley organized under the new irrigation district law, the other districts, both formed within the past few months, being Cameron County Irrigation District No. 1, which took over the canal system of the Harlingen Land & Water Co., a 40,000-acre project, and the Donna district, which took over the canal system owned by the La Donna Canal Syndicate, J. C. McDowell of Pittsburgh and associates at Donna, in Hidalgo county, also a 40,000-acre district.

Florida's Increasing Interest in Cattle Raising.

Jacksonville, Fla., September 2.—[Special.]—Florida's entrance into the cattle-raising industry is taking on the semblance of a boom, and thousands of acres of idle lands are being fenced to take care of large herds of stock. Duval county, of which Jacksonville is the county-seat, has some 40,000 acres now stocked with high-grade cattle, and the announcement by the Dupont-Coe Company of Jacksonville of the purchase of 4000 acres of land and a large number of cattle for breeding and feeding purposes brings the total acreage to close to 45,000 acres. Duval county has a fraction over 500,000 acres of land, of which only 9000 are under cultivation, and it is thought by farming experts that before the year is out more than 75,000 acres of land will be given over to stock raising. The eradication of cattle tick in the State has had a large bearing on the farmers of large tracts entering the stock business, and the opening of the South Florida & Gulf Railroad through the Kissimmee Prairie has made available thousands of other acres suitable for this purpose.

Muscle Shoals and the Government's Nitrate Plant.

A dispatch from Washington to the Birmingham Age-Herald takes the ground that it is daily becoming more clearly appreciated that Muscle Shoals is the logical position for the proposed Government nitrate plant. On this subject, the dispatch says:

"By a process of elimination, Muscle Shoals, as the source of power for the \$20,000,000 nitrate plant to be established by the Government, each day, it appears, rises nearer the surface.

"During the past several days Augusta, Ga., has stressed the advantages of power capable of development in the Savannah River; Columbus, Ga., power capable of development in the swift-flowing Chattahoochee; Columbia, S. C., power capable of development in the Broad River, and various Western States, power capable of development in their streams and falls.

"The petitioners in each instance have returned home without material hope in their hearts. The War Department on the surface unmoved, said nothing. But

the Congressmen from the States in question have bluntly said, if reports are true, 'We haven't a chance in the world.'

"From the State of Washington comes interesting news. Citizens there urged friends in the Capital City to labor in behalf of their undeveloped power. The friends—for the moment anonymous—replied: 'The South has more power, used 1,000,000 tons of fertilizer to the 100 tons we use, and is relatively safe from possible foreign attack. The establishment of the nitrate plant in the South is as important to that section as were staggering appropriations for the irrigation of the arid deserts of our West.'

"And thus through elimination, Muscle Shoals 'looks up.' The argument in behalf of the shoals is regarded as conclusive. It is the greatest source of water-power wholly within the United States; its development would make navigable from mouth to source the great Tennessee River; it is the heart of the belt wherein is 75 per cent. of the agricultural achievement of the nation; it is in the environ of excellent railroad facilities; it is safe from foreign attack; it is within a stone's throw of the phosphate beds—contributing necessary ingredients—of Tennessee.

"As a result, Alabamians are awaiting with a great deal of confidence the verdict of the President, a verdict which will probably not be rendered until after the national election. At the same time, the encouragement is enhanced through the conspicuous failure of rival communities to make a serious or favorable impression."

West Virginia Geological Survey Publications.

Two important publications have just been issued by the West Virginia Geological Survey, P. O. Box 848, Morgantown, W. Va. They are described in the following extract:

"Detailed Report on Raleigh County, Summers West of New River, and the Coal Areas of Mercer County," by C. E. Krebs, assisted by D. D. Eets, Jr., with a chapter on Kanawha Marine Fossils, by Wm. Armstrong Price, issued under date of August 1, 1916. Eastern Raleigh, Summers and Mercer lie within the great New River and Pocahontas smokeless coal districts, while Western Raleigh holds immense deposits of Kanawha splint and gas coals. Price of the report, with case of maps, including soil report and map, delivery charges paid by the Survey, \$2.50.

"Figure Showing Bituminous Coal Beds in West Virginia," zincograph section, or cut, 6 inches wide and 40 inches long, showing the names, number and intervals separating the coal beds of West Virginia, and extending from the top of the Dunkard series to the base of the Pottsville series, on the scale of one inch to 200 feet, compiled and revised to June 2, 1916, by Ray V. Hennen, assistant geologist. Price 25 cents.

Costa Rica Opportunities for Business.

Bianco & Cia., Cartago, Costa Rica, C. A.:

"We wish you to continue sending us your publication. Send us receipt for subscription. Get the Baltimore Bargain House to send us their general catalogue of merchandise, with best discounts for cash for quantities, for we have a wholesale and retail establishment. If you know of any other firm that handles dress goods, made-up clothing for ladies and children, fancy goods, wrapping paper and paper bags, would thank you to have them send catalogues, for we want to and can do a good business with American houses. We are now selling 1000 quintals of different kinds of flour every month, and are purchased at fair prices from agents of mills of your country. As we have credit and capital to import on our own account, we should like to make arrangements with some good flouring mills, either at Baltimore or New Orleans. Correspondence can be either in English or Spanish, and we shall reply in kind. We wish also to enter into direct communication with factories making the following: Crown corks and seals for carbonated drinks; sulphuric acid for making carbonic acid gas; bicarbonate of soda for making carbonic acid gas by means of sulphuric acid; highly concentrated essence for carbonated drinks. At present we are buying in New York, but with the desire of getting better discounts, we want to get in communication with makers of goods we handle and deal with them directly."

The Iron, Steel and Metal Trades

NO LET-UP IN STEEL DEMAND.

Heavy Contracts for Munition Purposes Being Placed—Sheet Prices Firmer—Active Buying of Pig-Iron Continues.

New York, September 4—[Special.]—Conditions in the steel market are practically unchanged from those reported in these columns last week. While no further advances in prices have been announced, except for black sheets, the tone of the market for nearly all products is unquestionably firmer. Could the mills furnish the required amount of material to meet the extraordinary demand there is no question that prices would soar to levels never before attained. But as a prominent steel producer says, "why push up the prices of our products when we are unable to fill orders for them? 'Strictly nominal' quotations are not of any use except to market statisticians."

Several large mills during the week booked orders from shell makers in this country for over 60,000 tons steel. One Middle Western mill has arranged to furnish 20,000 tons bars, while the balance of the tonnage was taken by a Pennsylvania plant. There still remain in the market inquiries for over 50,000 tons bars, for which shell manufacturers are pressing negotiations.

Additional inquiries from foreign sources have also made their appearance in the market during the past few days. Italy requires 16,000 tons steel. It is predicted that shell requirements over the first half of 1917 will be cleaned up in another week or two. Since August 1 orders for upwards of 300,000 tons steel for munition purposes have been placed by shell makers in this country and also for export.

The market for wire products continues to show its previous activity, although the demand from jobbers is not as heavy as might be expected under the circumstances, as they are in a conservative mood. As building operations are still considerably restricted by the prevailing high price of structural steel, the consumptive demand for wire products is not expected to be very heavy, and retailers are keeping down their stocks as much as possible.

There is, however, a good demand for wire from manufacturing consumers. The regular price of the mills for this product is 2.65 cents for manufacturing use, while to the jobbing trade, for ordinary fence wire, they are quoting 2.55 cents.

Predictions are heard on all sides throughout the trade that there will shortly be an advance in woven-wire fence. The last advance took place on March 1, when the great bulk of the season's business had been placed under contract.

Steel bars and bands are gradually hardening in price, and quotations for these products appear to be now firmly established on a 2.60-cent basis. The mills have little tonnage to offer, as their orders on books will carry them until the middle of next year. Hoops are also similarly established on a basis of 3 cents, and the mills report that they are also well filled up with orders on this product.

A number of prominent Pittsburgh mills last week advanced their prices on black sheets. There is evidently a great disparity in the market regarding prices on different gauges and sizes of sheets. This is particularly true of blue annealed sheets, where the range of price is very wide. The situation has probably been disturbed somewhat by there being so much blue annealed tonnage made on sheet mills, which are not always well adapted to make the full range of sizes and gauges, but whose product has been brought into requisition on account of the particular heavy demand for blue annealed.

In strange contrast to the remainder of the sheet market, that for galvanized sheets is easier than heretofore, with prices now quotable at 4.15 to 4.25 cents. Until recently 4.25 cents was the minimum of the market. Then there appeared shading by some producers to 4.20 cents, while now as low as 4.15 cents can be obtained, and there are reports that 4 cents has been named on certain sizes.

Latest estimates show that there are inquiries in the market for fully 100,000 tons of pig-iron in this district alone, all from domestic consumers, while in-

cluding the tonnages sought by Western melters the aggregate total is brought up to 175,000 tons. In the past week export orders to an aggregate of 20,000 tons were placed, while domestic business totaled 30,000 tons in the East. These figures are illustrative of the revival in the activity in pig-iron. Buying is very brisk, and furnaces are rapidly disposing of what production over the rest of the year remains open. Some producers at Buffalo and in Pennsylvania have already taken all they can make, while others are advancing prices on the continued influx of orders.

Basic iron for Eastern delivery has been advanced to \$19.75, while some interests are asking \$20 delivered. Lebanon low phosphorus iron has also been advanced \$1 a ton to \$30 and \$31 furnace.

In view of the extraordinary position of the steel market at this time, and as an index of advancing prices of various steel products, there is published herewith a table of steel price comparisons, showing values today, a week ago, a month ago, a year ago, and the low of 1914-15.

STEEL PRICE COMPARISONS.

	Bessemer O. H. billets, billets.	Rods. Bars. Hoops. Plates. Shapes
Today	\$45.00 \$46.00 \$57.50 \$2.60 \$3.00 \$3.00 \$2.60	
Week ago	45.00 46.00 57.50 2.50 3.00 3.00 2.50	
Month ago	42.50 44.50 55.50 2.50 2.75 2.90 2.50	
Year ago	23.50 24.50 28.00 1.30 1.30 1.30 1.30	
Low, 1914-15	18.75 18.50 24.50 1.05 1.20 1.05 1.05	

	Wire nails.	Black sheets.	Galv. sheets.	Blue an. sheets.
Today	\$2.60	\$2.50	\$4.15	\$2.50
Week ago	2.60	2.50	4.25	2.50
Month ago	2.50	2.50	4.25	2.50
Year ago	1.60	1.30	3.60	1.40
Low, 1914-15	1.50	1.70	2.75	1.30

There were no marked changes in steel prices from quotations of last week, as follows:

STEEL AND IRON PRICE CHANGES.

(Dealers' average buying prices for gross tons.)

Bessemer billets (nominal)	\$45.00—\$50.00
Open-hearth billets (nominal)	45.00—50.00
Open-hearth sheet bars	45.00—50.00
Bessemer sheet bars (nominal)	45.00—50.00
Forging billets	65.00—70.00
Wire rods	55.00—60.00
Muck bars	40.00—45.00
Reams	2.60—3.00
Steel bars	2.90—3.75
Common iron bars	2.60—2.75
Rails	47.00—48.00
Steel hoops	3.00—3.00
Cold-rolled strip steel	6.00—6.50
Sheets, No. 28 gauge	2.90—2.90
Galvanized sheets	4.15—4.15
Wire nails, No. 28	2.60—2.60
Cut nails	2.60—2.60
Plain fence wire, base	2.55—2.65
Barb wire, galvanized	3.45—3.45
Railroad spikes	2.65—2.65

Pig-Iron.

Bessemer, Pittsburgh	21.95—22.45
No. 2 foundry	19.50—19.50
Basic, valley	19.50—19.50
Gray forge	19.25—19.50
Basic, Philadelphia	19.50—19.50
No. 2 foundry, Northern	20.00—20.50
Low phosphorus	32.00—34.00
No. 2 foundry, Buffalo	19.25—19.50
No. 2 South, Cincinnati	16.00—16.25
Basic, del., Eastern Pennsylvania	19.50—19.50
Bessemer, Cleveland	21.00—21.00
Northern foundry, No. 2, Cleveland	18.00—18.50
Gray forge, valley	18.00—18.00

PIG-IRON ACTIVITY CONTINUES.

Car Shortage Affecting Coal and Iron Interests.

Birmingham, Ala., September 2—[Special.]—The buying movement that reached the Birmingham district two weeks ago has continued, and the prospects seem good for a fair campaign throughout the present year. Buyers in the South, and in general throughout the country, seem more inclined at this time to figure on their 1917 (first half) requirements.

In anticipation of a general railroad strike throughout the country, the furnace and steel interests of the Birmingham district placed upon their yards thousands of tons of raw materials, and in addition have in storage in cars on furnace tracks hundreds of tons. In some instances the quantity assembled is sufficient to insure one, two and three months' operations.

The call upon furnace companies for shipments of iron under the existing circumstances has been exceedingly heavy, and in the face of an already acute car

shortage in all directions, the task has indeed been an onerous one. The foundries within a radius of 200 miles of Birmingham laid their urgent needs before shippers, and everything possible was done to intelligently prorate shipments. Customers more distant even anticipated this time, and for several weeks past have been quite active in pressing their claims and needs. Shipments to the Pacific coast and Middle West have been heavy for some time.

The tonnage booked by the several producers within the past two weeks has been exceptionally large, and in a measure compensates for the lull that has existed for two or three months previous. Prices have ranged from \$14.50 to \$15 per ton at the furnace. Some sales have been heard of as low as \$14 per ton at the furnace, but in all probability this covered iron that is considered just a little off in some element or elements. It is pretty well established that the market price is between \$14.50 and \$15 per ton at the furnace. The warrant or speculative iron is only a negligible factor at the present time as a disturbing element, and it is only certain other irons out of the district (but in the South) that have been quoted as low as \$13.50 to \$14 at the furnace.

The pipe manufacturers have enjoyed an especially active business for the past several weeks with reference to requests for rush shipments on orders in hand, and additional new lots. The tonnage which has been put on books has been more or less of small quantity lots, but the aggregate tonnage is well up. There has been shipped from the Bessemer territory one or two solid trainloads of pipe to the Pacific coast and Middle Western territory. The soil pipe manufacturers report a satisfactory steady business, though their requests have not been so heavy in anticipation of raise in freight rates or feared railroad strike. Prices of high-pressure pipe are as follows per net ton f. o. b. cars at the plants: Four-inch, \$28; six-inch and up, \$25, with \$1 per ton extra for gaspipe and 16-foot length pipe.

The coal mines of the district have particularly suffered for the lack of equipment in which to move shipments. In addition to their regular orders, the plants at home have been busy accumulating a large coal supply at furnaces and ore mines where steam and compressed air power are used. The coke ovens have been operated to their capacity, and heavy demands have been made for both foundry and furnace coke. Prices remain at \$3 to \$3.25 per ton at the ovens for furnace and smelter coke and \$4 to \$4.50 per ton at the ovens for foundry coke.

Along with the improved condition of the iron market has come an improvement in old materials of all kinds, and especially No. 1 machinery scrap. The foundries of the district have heretofore chosen to use a large percentage of the lower grades of pig-iron instead of scrap, but conditions have changed, and at the present time even the large pipe manufacturers carry a good percentage of scrap in their mixtures. Steel scrap is also extensively used in semi-steel mixtures and general foundry work. Prices have not advanced, but there has been a decided change of sentiment, and conditions are materially improved.

Following are dealers' prices per gross ton f. o. b. cars Birmingham:

	PIG-IRON.
No. 1 foundry and soft	\$15.00 to \$15.50
No. 2 foundry and soft	14.50 to 15.00
No. 3 foundry	14.00 to 14.50
No. 4 foundry	13.75 to 14.00
Gray forge	13.50 to 13.75
Basic	14.50 to 15.00
Charcoal	22.00 to 22.50

	OLD MATERIAL.
Old steel axles	\$20.00 to \$21.00
Old steel rails	10.00 to 10.50
No. 1 wrought	9.50 to 10.00
Heavy melting steel	10.00 to 10.50
No. 1 machinery	10.50 to 11.00
Car wheels	10.00 to 10.50
Tram car wheels	9.50 to 10.00
Stove plate	9.00 to 9.50

THREATENED RAILROAD STRIKE AFFECTED METAL MARKETS.

Consumers Held off Buying Awaiting Developments of Situation—Producers Keep Up Prices, But Very Little Buying Is Done—American Smelting & Refining Co. Continues to Stay Out of Lead Market.

New York, September 4—[Special.]—One of the most anxious weeks experienced by both consumers and producers in the New York metal markets has just

passed. Not since the days prior to President Wilson's joint message to Congress on the submarine crisis and the ordering of the military forces of the country to the Mexican border has the metal markets experienced such anxious moments.

In view of the railroad situation, it is not remarkable that the copper market was somewhat quiet last week, with buying restricted to limited quantities. Prices, however, were well maintained, for it is believed that the situation will continue to be a strong one, technically at least, for a long time to come. It is pointed out in some quarters, however, that the recent buying movement was started on a report of a large foreign government inquiry calling for 250,000 tons for delivery over 1917. Nothing further has been heard of this inquiry, and no one seems to possess any information whatsoever as to what the situation actually is at present.

The lead market was more stagnant than ever last week, the dullness affecting second hands and some of the independent producers. The American Smelting & Refining Co. is still out of the market as a seller, as it

probably has no available metal on hand to dispose of. There is a feeling rapidly growing in the trade that unless some good demand develops lead from second hands will be available before long at the same price as that of the leading interest.

Once more spelter has dropped into a lethargic condition from which it seems almost impossible to awaken it. The domestic demand last week dropped away to almost nil, while the inquiry for export has also dwindled away to almost nothing. There is so little business being transacted that quotations may be considered as being purely of a nominal character.

The tin market suffered from an attack of "nerves" over the railroad strike situation. Like spelter, there does not appear to be much doing in the way of business and prices, in consequence, have been dropping steadily.

There is absolute quietness in the market for antimony, no trading and no demand. What round lots could be sold at is pure guesswork. Importers, realizing that there is no business in sight, are very wisely sitting tight and making no effort to do business.

sacola. The extension will traverse a part of Baldwin county, famous for the culture of citrus fruit and pecans as well as for trucking.

The other officers are Charles Barclay, president; W. D. Stapleton, vice-secretary and treasurer, both of Bay Minette, where they are, respectively, president and cashier of the Baldwin County Bank.

Southern Railway's Statement.

The Southern Railway Co. reports for July gross revenue of \$5,481,475; increase as compared with the same month of last year, \$181,919. Operating expenses, taxes and uncollectible railway revenue, \$4,199,648; increase, \$264,947, which would make the net revenue \$1,281,827, a decrease of \$83,028. In addition to the operating expenses, the company spent during the month \$985,242 for improvements to its road and structures. Altogether, it spent for labor, material, supplies and other purposes a total of \$4,629,628, of which \$3,967,753, or nearly 86 per cent., was paid to individuals and industries situated in the South.

Owing to the progress made by the company in its improvements, large amounts were expended for construction, the total disbursed in July being \$130,720 more than the total contributed by the South during the month for transportation, according to the data issued by the comptroller. The figures in the statement are exclusive of interest, rentals, etc.

Welfare Work of a Street Railway.

J. B. Duvall has been appointed superintendent of the welfare department of the United Railways & Electric Co. of Baltimore. In announcing the appointment, President W. A. House says that the welfare work of the company, incident to the administration of its pension system and insurance plan, has assumed such proportions as to require the undivided attention of a competent man to supervise necessary details. Mr. Duvall has been for many years in the claim department of the company, and it is further stated that his long training and general efficiency are such as to peculiarly adapt him for the post. There are approximately 4500 employees and 20,000 or more individuals dependent upon them who are directly and indirectly beneficiaries of the welfare work. In addition to this, the employees thus associated also have baseball teams, bowling teams and other methods of recreation.

New Equipment, Etc.

Texas & Pacific Railway has purchased equipment, contracts for which are approved by the Texas Railroad Commission, as follows: Eight Santa Fe type locomotives from the Baldwin Locomotive Co., Philadelphia, at \$41,500 each; 100 50-ton steel underframe Rodger ballast cars at \$1513 each, and 8 steel combination baggage and mail cars, 70 feet long, at \$12,089 each, from the American Car & Foundry Co., St. Louis.

Southern Railway has ordered 20,000 tons of rails from the United States Steel Corporation for next year's delivery.

Pinellas West Coast Railway Co., St. Petersburg, Fla., H. C. Case, president, will want 60-pound relaying rails for 1½-mile line.

Virginia Plant Gets Large Contracts.

The contract for the steel work of the new permanent bridge of the Southern Railway over the Catawba River at Belmont, N. C., about 10 miles south of Charlotte, was awarded to the Virginia Bridge & Iron Co. of Roanoke, Va., and not to the American Bridge Co., as was recently announced. This is the second large bridge contract which the Virginia plant has secured in the North Carolina region that recently suffered flood damage.

Talk of a Subway for Baltimore.

A suggestion recently made by Bruce W. Duer, traffic expert of the Maryland Public Service Commission, that a street railway subway system be constructed

THE WEEK'S PRICES.

	Copper.		Lead.		Spelter.		Tin.	
	Lake.	Electrolytic.	A. S. & R. Co.	Ind.				
Monday, August 28.....	27.00—27.50	28.00—28.25	6.50 nominal	6.75	8.92½—9.17½		39.25	
Tuesday, August 29.....	27.00—27.50	27.75—28.00	6.50 nominal	6.75	8.92½—9.17½		39.37½	
Wednesday, August 30.....	27.00—27.50	27.75—28.00	6.50 nominal	6.67½	9.05 —		39.00	
Thursday, August 31.....	27.00—27.50	27.50—27.75	6.50 nominal	6.67½	9.00 —		38.75—39.00	
Friday, September 1.....	27.00—27.50	27.25—27.50	6.50 nominal	6.60	8.75 — 9.00		38.75—39.00	

RAILROADS

[A complete record of all new railroad building in the South will be found in the Construction Department.]

BALTIMORE & OHIO JULY EARNINGS.

Gross Over \$10,150,000, But Liberal Expenditures Keep Down Net.

The Baltimore & Ohio Railroad Co. has issued a statement of its earnings and expenses for July, which is the first month of its new fiscal year. It shows that the gross earnings are keeping up above the ten-million mark per month, and that liberal expenditures have been made for maintenance and equipment. Transportation expenses have also increased considerably as compared with the same month of last year. The figures are as follows:

Operating revenue \$10,153,913, increase as compared with the corresponding month of last year \$1,483,161; total operating expense \$7,066,864, increase \$1,473,024; net operating revenue \$3,087,049, increase \$10,137.

The small increase in net operating revenue is shown to have been caused by the large increase in the cost of conducting transportation as well as by the expenditures made upon the company's property. The other increases were small. Transportation expenses increased more than \$650,000, expenditures for maintenance of way and structures over \$400,000, while expenditures for maintenance of equipment were very nearly \$340,000 higher.

"Frisco" Sale Confirmed.

The United States District Court at St. Louis last week approved the sale of the St. Louis & San Francisco Railroad to the reorganization committee for \$47,200,000, which was made at the foreclosure sale July 19, but counsel representing most of the objecting creditors having claims totaling over \$3,100,000 gave notice of an appeal. A statement filed by the receivers showed, according to a report from St. Louis, that claims have been settled totaling \$133,586,900 since the receivership began, leaving \$3,123,580 of unsettled claims, that being the amount owed to the objecting creditors. Speyer & Co. and J. & W. Seligman & Co. of New York are the reorganization bankers. The appeal may be filed at any time within a year.

Central Florida Interurban.

According to a report from Kissimmee, Fla., Western capitalists are investigating the plans of the Central Florida Interurban Railway Co. with a view to financ-

ing them, their representative being C. D. Brenner of Atchison, Kan., who recently went over part of the proposed route with W. S. Alvey, vice-president, and Wm. Hall, secretary, of the railway company, both of St. Cloud, Fla. The company, which was chartered this summer, proposes to build a line from Melbourne, on the eastern coast of Florida, northwest to St. Cloud, about 50 miles. This would make a connection between the Florida East Coast Railway and the Atlantic Coast Line, the latter having a branch into St. Cloud. Preliminary surveys have been made, and rights of way are being obtained. C. E. Carlson of St. Cloud is president.

It seems to be regarded as probable that the company will be able to make arrangements to use the railroad of the Hopkins Lumber Co., which extends west from Hopkins, near Melbourne, and this would give, it is said, about 25 miles of track immediately available. It is further said that the line may not stop at St. Cloud, but will be continued to Orlando, about 25 miles northward, with a branch to Kissimmee, for the purpose of furnishing transportation facilities to a fruit and vegetable country.

New Station at Baltimore.

The Pennsylvania Railroad Co. has let contract to the Singer-Pentz Company of Baltimore to build its proposed station at Edmondson Avenue, Baltimore. This will take the place of the present station at Lafayette avenue, about three blocks farther north, and it will be adjacent to one of the main lines of street railway, whereas the old station was without street railway connections. The building will be of brick, stone and terra-cotta, with a marquee around the entire front. It is expected that the establishment of this new stop will assist in relieving the congestion at Union Station, as it will be used by passengers residing in the western part of the city, for whom it will mean the saving of considerable time.

Volanta, Ala., to Pensacola, Fla.

M. H. Miller of Sea Cliff, Ala., vice-president and general manager of the Mobile, Volanta & Pensacola Railway, formerly the Mobile & Baldwin County Railroad, says that the company wishes to place \$100,000 of 6 per cent. bonds for the construction of its proposed extension from Volanta, Ala., to Pensacola, Fla., about 40 miles. He further states that there are sufficient local subscriptions to the 6 per cent. preferred stock of the road to pay for a great part of the work, but they are payable only when the road is completed and operated. The road has three miles of line now operating out of Volanta, where it has a wharf and pier to deep water on Mobile Bay. Congress has authorized it to bridge the Perdido River to enter Pen-

in Baltimore is under consideration, and John D. Spencer, a member of the City Council, is advocating the appointment of an unpaid commission to investigate traffic conditions with the idea of relieving them by building a subway, similar to subways existing in New York, Philadelphia and Boston. It is suggested that there should be two main line subways, one of them for north and south traffic and the other for east and west traffic, these to be built along routes near the center of population.

\$100,000 to Repair Storm Damage.

The storm damage recently done to the property of the Aransas Harbor Terminal Railway and the Aransas Pass Channel & Dock Co. will cost approximately \$100,000 to repair, according to a report from Aransas Pass, Tex. Much of the roadbed was washed away, and there will have to be built 4150 feet of new trestle work. More trestle work will be used than formerly, so as to afford plenty of space for the water to pass through when a storm occurs. It is expected to have all repairs completed within two months, but meanwhile arrangements have been made to take care of the oil movement by temporary methods. A local report says that the storm demonstrated the efficiency of the harbor and channel work done by the Federal Government, for the loss would have been much greater had not that work been undertaken.

Lubbock & Great Northern Under Contract.

J. P. Nelson of San Antonio, Tex., according to a report from Fort Worth, has been awarded the contract for the construction of the Lubbock & Great Northern Railroad, which is to be built from Lubbock, Tex., to Hollis, Okla., about 135 miles, to connect there with the Missouri, Kansas & Texas Railway. The route is via Lockney, Tex., on the Santa Fe System, and Memphis, Tex., on the Fort Worth & Denver City Railway. Estimated cost of construction, about \$3,500,000.

J. M. Elliott of Memphis, president of the company, is quoted as saying that the route lies through a highly-developed farming country, and that the line is to be completed within a year and a half.

Seaboard's Savannah Extension.

The Seaboard Air Line's extension from Charleston to Savannah, 85 miles, has been completed from Charleston as far as the Ashepoo River, 32 miles. The permanent bridge over the river, and also that over the Cheehaw River beyond, will be completed soon. Drawbridges have been built over the Ashley River at Charleston and the Stono River, there being two crossings of the latter. A drawbridge at the Edisto River has also been finished. Construction is now proceeding steadily on the trestles and drawbridges at Broad River. The trestles on this road are of the ballast deck type, a regular stone ballasted roadbed and track being built on them.

Australia Wants American Agencies.

Albert H. Mullings, Culwulla Chambers, Sydney, N. S. W., Australia:

"I act as representative or agent for manufacturers, on commission or salary. I have been established since 1901, and have a strong connection all over Australia, New Zealand and Tasmania amongst all importers of hardware lines, gas-electric supplies, soft goods, etc. Should any of your subscribers be willing to appoint an agent on this market I shall be pleased to act for them. Commission on all exports, say from 5 to 10 per cent., according to the class of goods and possible trade. Head office, Sydney. I give you a list of goods I am anxious to get agency for: Electric bulbs; arc lamps, gas and electric; electric accessories; electric flash lamps and sundries; brass wheel valves; conduit tubes; rubber goods; aluminum goods; household woodware; household wire; gas and electric glass shades and chimneys; glazed tiles; clocks; artisans' tools of all trades; brass and copper tacks; nails; electric fans; scales; safety razors; brushware; motor lamps and horns; axes, hickory handles."

Good Roads and Streets

SOUTHERN HIGHWAY ACTIVITIES.

Details in regard to road and street undertakings and bond issues, briefly mentioned below, are given under the proper headings in our "Construction Department" and "New Securities," published elsewhere in this issue.

Bonds Voted.

Andalusia, La.—Covington county voted \$100,000 bonds to construct roads.

Arcadia, Fla.—City voted \$145,000 bonds for street improvements, etc.

Brownsville, Tenn.—City will issue \$25,000 bonds for street improvements.

Smithfield, N. C.—Johnston county voted \$40,000 bonds to construct roads.

Bonds to Be Voted.

Daytona, Fla.—City votes October 10 on \$160,000 bonds for street paving, etc.

Madison, W. Va.—Boone county votes September 29 on \$450,000 bonds for road construction.

Morganton, N. C.—Burke county votes on \$50,000 bonds for road construction.

Contracts Awarded.

Birmingham, Ala.—City awarded contracts for sheet asphalt paving, etc., estimated to cost \$34,599.88.

Bryan, Tex.—City awarded contract for street improvements to cost \$50,000.

Columbus, Miss.—Lowndes county awarded contract for 12 miles of roads and another contract at \$17,600.

Greenville, Tenn.—City awarded contract for 13,063 square yards paving and 12,500 linear feet combined curb and gutter.

Louisville, Ky.—City awarded \$51,902 paving contracts.

Monroe, La.—Ouachita parish awarded contract to construct gravel surfacing, etc.; 185,700 cubic yards earth; \$100,000 available.

Port Arthur, Tex.—City awarded contract for 9000 feet of paving; \$86,000 available.

Princess Anne, Md.—Somerset county awarded \$109,688.56 contract for bituminous concrete road construction.

Southport, N. C.—Brunswick county awarded \$9750 contract to construct 9¾ miles of sand-clay road, etc.

Tompkinsville, Ky.—J. H. Newman has contract for three miles of highway construction.

Contracts to Be Awarded.

Baltimore, Md.—State invites bids until September 19 for 5.25 miles of concrete or macadam road.

Barbourville, Ky.—Knox county asks bids until September 16 to construct two miles of macadam road and grade three miles.

Dardanelle, Ark.—City will expend \$20,000 to construct sidewalks.

Greenup, Ky.—Greenup county will improve State aid roads; 20,000 cubic yards excavation; 3675 cubic yards macadam surfacing, etc.

La Plata, Md.—State receives bids until September 19 to build 4.22 miles of gravel-surface road.

Newport, Ark.—Jackson county will construct 42 miles of macadam highway; may expend \$250,000.

Newport, Tenn.—City will pave two miles of streets.

Osceola, Ark.—Mississippi county will construct 14 miles of concrete road; estimated cost \$125,000.

Paducah, Ky.—City asks bids until September 21 on 27,500 square yards street construction.

Welch, W. Va.—McDowell county receives bids until September 15 to construct 40.8 miles of roads, etc.

Road Development in West Virginia.

West Virginia has often been termed the "Switzerland of America," but owing to the condition of its roads many people from the outside have been unable to investigate these scenic claims. But if the present strides in road improvement continue, the time is not far

distant when West Virginia will be known as one of the most attractive spots to be found.

August 31 the County Court of Greenbrier county will open bids for 32 miles of macadam, brick, concrete and asphaltic road construction, the principal part of which will be on the James River and Kanawha Turnpike, which is a portion of the Midland Trail.

P. H. Hunter of White Sulphur Springs has charge of the work in White Sulphur district. F. K. Rader of Lewisburg the work in Lewisburg district. R. L. Morris, professor of highway and railway engineering of the West Virginia University at Morgantown, is spending his summer vacation assisting the engineers in the preparation of plans and specifications.

September 9 the County Court of Mineral county will receive bids for the construction of three miles of concrete, brick or asphaltic pavement and three miles of macadam in Piedmont district. Edw. St. C. Smith, Piedmont, is engineer in charge. Mr. Smith has been in charge of the Government roads in Yellowstone National Park, and also has served as State engineer for the State of Idaho. The Mineral county roads will be part of a system leading south from Maryland through the eastern part of West Virginia.

September 23 the County Court of Kanawha county will open bids for 18 miles of concrete, asphaltic brick and macadam construction. In Big Sandy district this construction will include part of the main road leading from Charleston to Parkersburg. P. J. Walsh of Charleston, engineer and general superintendent of highway construction for Kanawha county, has charge of the work.

Continuation of this road has been provided for through Roane county, as \$448,000 of bonds have been voted in Walton and Spencer districts. The bonds in Spencer district have been sold to Hayden Miller & Co. of Cleveland, and the bonds in Walton district to the State Workman's Compensation Commission. Further development on the same road has been made by bond issues in Tygart and Lubeck districts of Wood county. The construction of roads there is under the direction of Burdette Woodyard, county engineer.

The County Court of Ritchie county has recently closed contract with Winston & Co. for 17 miles of concrete, 12 of which is on the Northwestern Turnpike, and the County Court of Doddridge county has closed contract with Sisler & Morse for 15 miles on the same road. Hornor Bros. of Clarksburg have charge of the engineering.

The bonds in Grant district have been purchased by the Workman's Compensation Commission, and work under the direction of Arthur Lucas, civil engineer of Morgantown, will be commenced at once.

The County Court of Randolph county has awarded contract for five miles of 14-foot concrete and 12 miles of 9-foot rocmac macadam. The State Department has refused approval of the rocmac macadam at \$1.41 per square yard when the court had a bid of \$1.20 per square yard for asphaltic concrete.

H. C. Wells of the Office of Public Roads is assisting the State Department in preparing a map showing the main roads connecting county-seats and important towns.

\$109,000 Maryland Road Contract.

Another big contract for the 7.55-mile road construction in Maryland is the award issued last week for the bituminous concrete highway between Westover and Pocomoke, in Somerset county. The contract amounts to \$109,688.56.

NATIONAL AID FOR HIGHWAY DEVELOPMENT.

State Officials Consult With Federal Authorities as to Plans of Operation—Apportionment of Fund to Various States.

Washington, D. C., September 1—[Special.]—In the application of the new law providing for half and half contributions by the Federal and State authorities for road improvement, a great deal will depend upon the interpretation of the law and the rules and regulations provided by Secretary Houston of the Department of Agriculture.

Little attention was paid to the conference of State highway officials held at the National Museum in Washington recently for the purpose of discussing tentative

rules and regulations which have been drafted by Secretary Houston for the administration of the Federal Road Act, approved July 11, 1916. Yet this meeting was probably one of the most important connected with the road movement in the United States. The meeting was harmonious, and the State officials suggested comparatively few changes in the regulations.

Logan Waller Page, director of the Office of Public Roads and Rural Engineering, presided, and J. E. Pennington acted as secretary. The Secretary of Agriculture addressed the meeting and explained the conditions under which the various States will receive the Federal appropriations. Federal aid, as apportioned for the fiscal year ending June 30, 1917, is indicated below.

The approximate amount which each State will receive during the five-year period under the act may be obtained by multiplying this amount by two, three, four and five, respectively, as the appropriation increased in \$5,000,000 units each year until the fifth year, inclusive. The amount apportioned each State for the fiscal year follows:

State.	Area as of 1910 United States census.		Population as of 1910 United States census.		Star and rural routes shown by certificate of Postmaster-General as of June 30, 1916.		Percent apportionment.	Sum apportioned.
	Square miles.	Percent.	Population.	Percent.	Miles.	Percent.		
Alabama	51,998	1.71796	2,138,093	2.33311	29,615	2.39111	2.14740	\$104,148.90
Arizona	113,956	3.76500	204,354	.22299	3,696	.24997	1.41265	68,513.52
Arkansas	53,335	1.76214	1,574,449	1.71906	20,245	1.63458	1.70493	82,689.10
California	158,297	5.23999	2,377,549	2.59441	18,823	1.51976	3.11472	151,063.92
Colorado	103,948	3.43435	799,024	.87191	10,781	.87045	1.72557	83,694.14
Connecticut	4,965	.16404	1,114,756	1.21644	6,721	.54295	.64194	31,690.44
Delaware	2,370	.07830	202,322	.23078	2,565	.20718	.16875	8,184.37
Florida	58,666	1.93827	752,619	.82127	8,706	.70292	1.15415	56,976.27
Georgia	59,265	1.95806	2,609,121	2.84711	43,397	3.59386	2.76988	134,329.48
Idaho	83,888	2.71158	325,594	.35529	7,594	.61314	1.24667	60,463.59
Illinois	56,665	1.84216	5,638,591	6.15290	69,890	5.64048	4.55518	220,926.23
Indiana	36,354	1.20110	2,700,876	2.94723	52,619	4.24844	2.78982	135,747.62
Iowa	56,147	1.85505	2,234,771	2.42770	58,943	4.75904	3.01393	146,175.60
Kansas	82,153	2.71442	1,690,949	1.84518	63,240	4.29558	2.95273	143,207.40
Kentucky	40,598	1.34132	2,259,905	2.49877	27,113	2.18910	2.00973	97,471.91
Louisiana	49,506	1.60259	1,655,388	1.80747	9,458	.76364	1.39123	67,474.66
Maine	33,040	1.09161	742,371	.81008	13,595	1.09531	.99900	48,451.50
Maryland	12,327	.40727	1,295,346	1.41350	11,194	.90380	.90819	44,047.22
Massachusetts	8,266	.27310	3,366,416	3.67347	7,698	.62153	1.52270	73,850.95
Michigan	57,980	1.91561	2,810,173	3.06650	49,381	4.05455	3.06585	145,783.72
Minnesota	84,682	2.79782	2,075,708	2.25994	49,384	3.74593	2.35596	142,394.06
Mississippi	46,865	1.54838	1,797,114	1.96103	24,646	1.98991	1.83311	88,905.84
Missouri	69,420	2.29357	3,283,335	3.59373	57,108	4.61088	3.49939	169,720.41
Montana	146,987	4.85664	376,053	.41035	10,965	.81264	2.02654	98,287.19
Nebraska	77,520	2.56119	1,192,214	1.30096	33,964	2.74224	2.20146	106,770.81
Nevada	110,680	3.65710	81,875	.09834	2,935	.23987	1.32780	64,388.39
New Hampshire	9,341	.30862	430,572	.46865	6,444	.52029	.43392	20,996.62
New Jersey	8,224	.27171	2,537,167	2.76859	7,708	.62224	1.22088	59,312.68
New Mexico	122,634	4.06171	327,301	.36715	6,716	.46151	1.62346	78,737.81
New York	49,204	1.62585	9,113,614	9.94489	48,773	3.93792	5.16949	250,720.27
North Carolina	52,436	1.73211	2,206,287	2.40753	36,358	2.93553	2.35839	114,381.92
North Dakota	70,837	2.34039	577,066	.62989	21,548	1.73978	1.56996	76,143.06
Ohio	41,040	1.35592	4,767,121	5.20194	61,968	5.00328	3.85372	186,905.42
Oklahoma	70,057	2.31462	1,657,155	1.80831	37,145	2.99908	2.37400	115,139.00
Oregon	36,890	1.19485	672,765	.73413	11,621	.93288	1.62242	78,687.37
Pennsylvania	45,126	1.49092	7,965,111	8.36426	54,638	4.41146	4.75555	230,694.17
Rhode Island	1,248	.04123	542,610	.59210	1,093	.08825	.24053	11,665.71
South Carolina	30,989	1.02385	1,515,400	1.65392	21,851	1.76424	1.49657	71,807.64
South Dakota	77,615	2.56433	583,888	.63715	22,362	1.80560	1.69899	80,946.02
Tennessee	42,022	1.38837	2,184,789	2.38407	40,731	3.28861	2.35463	114,153.48
Texas	265,886	8.78496	3,896,542	4.25195	62,181	5.02048	6.01913	291,327.81
Utah	84,380	2.80739	373,351	.40740	3,806	.30730	1.17423	56,950.15
Vermont	9,564	.31599	355,956	.38842	8,777	.70865	.47102	22,844.47
Virginia	42,627	1.40836	2,061,612	2.24966	31,045	2.50656	2.05496	99,660.71
Washington	69,127	2.28389	1,141,900	1.24615	11,350	.91640	1.48215	71,884.28
West Virginia	24,170	.79855	1,221,119	1.33250	14,417	1.16402	1.09836	53,270.46
Wisconsin	56,066	1.85237	2,333,860	2.54674	43,854	3.54076	2.64662	128,361.07
Wyoming	97,914	3.23489	145,965	.15928	4,844	.39110	1.26179	61,196.82
Total	3,026,719	100.00000	91,641,197	100.00000	1,238,548	100.00000	100.00000	\$4,850,000.00

Applications for aid must originate with the State highway department, and no State can participate which does not have a State highway department. Only three States—South Carolina, Texas and Indiana—are clearly without highway departments. The allotment to States which have no highway department, however, does not lapse, but is held in the United States Treasury until the State qualifies, and the money is available for expenditure until the close of the third succeeding year after the close of the year for which the amount is allotted. In States which have highway departments, the money allotted for any fiscal year is available for expenditure until the close of the succeeding fiscal year.

At the conference of highway officials the South and Southwest were well represented, as appears from this list of those who were present:

Arizona—Lamar Cobb, State Engineer, and E. P. Adams, Chief Clerk.
Arkansas—W. B. Owen, Chairman, State Highway Commission, and H. R. Carter, State Highway Engineer.

Florida—Ed. Scott, F. O. Miller and William F. Cocke, Commissioner.
Georgia—None.
Kentucky—Rodman Wiley, Commissioner.
Louisiana—W. E. Atkinson, State Highway Engineer.
Maryland—H. G. Shirley, Chief Engineer.
Mississippi—J. M. McBeath, Chairman, X. A. Kramer, State Highway Engineer, D. W. Robbins.
Missouri—None.
New Mexico—James A. French, State Engineer.
North Carolina—Dr. Joseph Hyde Pratt, T. F. Hickerson.
Members of the Commission—W. S. Fallis, State Highway Engineer; Mr. Cameron, D. W. C. Riddick and G. C. Roberts.
Oklahoma—L. R. Cunningham, State Engineer, and Houston B. Teehee.
South Carolina—None.
Tennessee—Arthur Crowner, Chairman; J. J. Murray, Secretary, State Highway Department, and A. M. Nelson, Highway Engineer.
Texas—None.
Virginia—Geo. P. Coleman, Commissioner.

Secretary Houston called attention to the fact that the new law will necessitate trained intelligence in the service of the State as well as in the service of the Fed-

outset for the full period covered by the act; it would mean piecemeal road building and much dissipation of effort and misdirection of funds.

"These requirements hold whether the State as such, under the existing law, may engage in road building or not. The provision that where the State may not engage in highway improvement the money may be secured if counties raise an amount sufficient to meet the apportionment to the State involves the necessity on the part of such counties of raising an amount sufficient to meet the full apportionment for the State, the existence of a highway commission, and compliance with all the other terms of the act. I speak of this because there are evidences that individual counties think that, if they raise a certain sum of money, they will of necessity get a corresponding sum from the Federal Treasury. That is not my construction of the act, and not the one that will be likely to prevail.

"The duty will rest upon you gentlemen who represent the States of informing the people as to the meaning of this legislation and as to the procedure under it, because the initiative under the law lies with you. We are directed to co-operate with you, with the State, through the State highway department. It is your duty, if your State accepts the law, to agree with us on roads to be constructed and to submit projects, plans and specifications. Therefore individuals, associations and counties will of necessity take up such matters directly with you, and we shall hear from them through you for the most part.

"There is a section of the act which contemplates only parts of the country. The nation owns great areas, especially in our Western States, and is acquiring areas in certain others of our States. The nation owes a duty to the people living in the national forests or near them. In many instances communities struggling for development have been compelled to rely too exclusively for necessary improvements on taxes from private property or on private contributions.

"It is true that under the law we have heretofore been setting aside for road improvement 10 per cent. of the gross receipts from the forests. This has been an inconsiderable sum—nearly \$750,000 since the act was passed, and approximately \$278,000 for the present fiscal year. But in some sections there are no receipts from the forests and communities have been left to struggle as best they could. The Government in many instances is the owner of the greater part of these assets, and it is only equitable and wise that the Federal Government should assist them. So there is appropriated by the act \$10,000,000, a million a year for 10 years, for the construction of roads and trails in or near the national forests, with the understanding that communities interested will co-operate financially and otherwise. Those of you who represent forest States, as a matter of course, will think of co-ordinating work under your direct State road funds and those arising under the general provisions of the road act with the work to be undertaken under this special appropriation.

"I am hopeful that great benefits will accrue to the nation from the wise and efficient administration of this act."

Consolidated Gas Issues \$3,697,912 New Stock

The Consolidated Gas, Electric Light & Power Co. of Baltimore has announced that it proposes to issue \$3,697,912 of additional common stock, the proceeds of which are to be used to acquire property and to build additions or extensions to its plants and lines or to improve them as may be necessary from time to time to meet the demands of its service, which, as the annual report recently showed, are steadily increasing. The stockholders are given the right to subscribe for the new shares in the ratio of one share for every five shares now held by them. There are 3215 stockholders.

Buckram Wanted in London.

Rudolf Zucker, 6 Red Cross street, London, England: "Knowing that your paper is read by an enormous number of business men, I request you to assist me to find a few manufacturers of buckram used for ladies' hat shapes. Firms in the position to supply this article should write to me stating their lowest prices f. o. b. nearest American port, giving at the same time fullest particulars regarding width of the material, piece length and time required for the execution of orders; also approximate weight for a stated quantity should be indicated."

TEXTILES

Clinchfield's Big Additional Mill.

The Clinchfield Manufacturing Co., Marion, N. C., plans to install a steam-power plant with rope drive for its big additional mill. Estimates on machinery, etc., will be accepted by Hugh F. Little, assistant treasurer. As announced August 31, in connection with the company's increase of capital from \$800,000 to \$1,200,000, this mill is to be equipped with 26,000 spindles and 600 looms, and is being planned for an increase to 40,000 spindles and 1000 looms. J. E. Sirrine, Greenville, S. C., is the architect and engineer.

\$100,000 Underwear Knitting Company.

H. C. Kearns, Jr., O. E. Kearns and J. A. Austin of High Point, N. C., have incorporated the Standard Underwear Mills for manufacturing knit underwear. The authorized capital is \$100,000.

Textile Notes.

The Postex Cotton Mills, Post, Tex., may double plant. From its New York office the company writes to the MANUFACTURERS RECORD: "Have not decided in regard to enlarging our mill at this time."

The Mooresville (N. C.) Cotton Mills has increased capital from \$400,000 to \$1,000,000. This company was mentioned in July as to build an additional mill of from 10,000 to 20,000 spindles and accompanying looms.

A two-story 100x80-foot brick building, to be equipped for knitting hosiery, will be erected by the Wiscasset Mills Co. of Albemarle, N. C. This company manufactures cotton yarns, etc., has plans for the new building and has begun construction.

The Lookout Knitting Mills of Chattanooga will build a mill to knit either underwear or hosiery. E. B. Thomasson, recently mentioned as one of the incorporators of this company, states that the approximate cost of the mill machinery will be \$25,000, and that the electric power drive will be used.

Contract has been awarded to J. E. Easterly, Titusville, Fla., to construct the Titusville plant buildings for the Palmetto Products Co. The main structure will be two stories, 120x80 feet, and another building will be 88x38 feet, both of concrete; drying shed will be 24x30 feet. These buildings are to cost \$10,000, and will be equipped with machinery for manufacturing palmetto products.

FOREIGN NEEDS

Children's Millinery Materials.

Albert Harman Company, 26 Hamilton Road, High-bury, London, England:

"We have added the manufacture of infants' and children's millinery to our business, and we are in urgent need of raw materials of every description, such as silks; faille; velveteen; ribbons; cardboard boxes, etc. Bring us in touch with manufacturers of children's millinery materials as described. We are also requiring agents to push the sale of our goods all over the world."

Varied Products Wanted in Holland.

L. E. Salomonson, Rotterdam, Holland:

"I request you to let me have your MANUFACTURERS RECORD from time to time, to try to extend my relation with America through it.

"I do not handle machinery and such bulky goods, but I am specializing in small ware. I would be glad if you invite makers to tender me offers.

"I am interested in buckles, press buttons, petroleum burners, infant specialties, notebooks and envelopes, woven ticks in cotton and mixed, shoe creams in glass pots, brass furniture, tealcloth, brass coin-buttons,

enameled bellied and flat teakettles, enameled milk pans, cheap leatherware, purses, cigar-stuis, ladies' handbags, nicked and gilt specialties, mica lamp chimneys, silk, safety-pins, buttons, fasteners, black japanned and brassed coat and hat hooks, silk ribbons, half silk ribbons and trimmings, embroideries, cotton and elastic belts, suspenders, garters, braces, wall clocks, printing and writing paper, Thermos-style bottles, porcelain bottleheads, fancy tickets for cigar boxes, carriage lanterns, perfumes, lotions, incandescent mantles, gasoline lamps, woolen and half-woolen serges in indigo blue and mossgreen, socks and stockings in cheaper styles, singlets, shoes, knives, folding knives, buttons, waterproof coats with and without rubber, collars, neckties, folding hats, sterilized milk, etc."

Aluminum, Cloth, Thread, Buttons, Etc.

Carlos E. Rodriguez, Medellin, Colombia:

"We should like to become agents for some factory making sheet aluminum, from 1 to 1 1/4 and from 1 1/2 to 2 millimeters thick, in sheets 70x100 centimeters (28x40 inches) (1 mm. equal 4-100 and 2 mm. equal 8-100 of inch). The metal to be suitable for making small boxes for which there is an enormous sale at this place. We purchase cotton and linen goods for making collars, buttons, thread for sewing and other purposes, material for making shirts, chemises and various other goods we manufacture. We would thank you to make note of that fact in the MANUFACTURERS RECORD. The founder of our business has made extensive studies in that respect, with most happy results to the commerce of the United States of America. There are vast areas of unexploited land in this country, where are found mines of gold, copper, iron, beds of petroleum, forests of fine timber, navigable rivers, etc."

For 30 Concrete Railway Roundhouses.

Portland Cement Association, Chicago:

"Joaquin Segura, 2A Sta. Teresa No. 44, Mexico, D. F., has written to us that he has a prospect for securing the erection of 30 roundhouses for the Mexican railways, each roundhouse to contain 24 stalls. Payment to be made in American gold. He is anxious to have these roundhouses built of concrete, and wishes to obtain sample specifications for such work and to get in touch with contractors who will undertake to do the work."

South America Wants American Products.

Martinus Evertsz, Breede Straat No. 33, Curacao, South America:

"Noting that you are willing to put me in communication with manufacturers of the United States, I desire to inform you that the lines I wish to represent are cotton goods; prints; shirtings; sheetings; earthen-ware; enameled wares; shirts; stockings; socks; ties; collars, etc. Hope that you will be able to put me in connection with such houses."

Plans for Grecian Trade.

Salvator Amar (of Saul Amar, Salonica, Greece), Room 310, at 30 Church street, New York:

"We are in America to make arrangements with manufacturers for their exports to the Levant. We act as commission agents for American firms, and we only accept sole representations. The articles in which we are interested are leathers, oils, food products, flour, cotton goods, spool cotton. We would be glad to study also every kind of proposal on other products."

Wants Manufacturers' Agency for Italy.

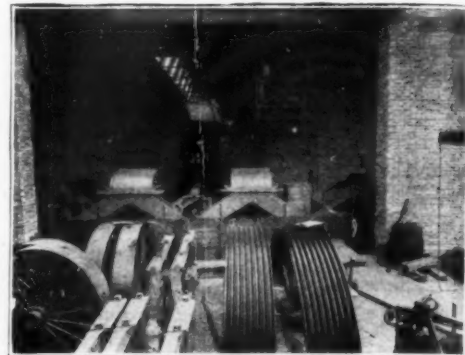
Roberto Nati, Via Ludovisi 35, Rome, Italy:

"I would be glad to establish commercial relations with any good house of your country desirous of introducing in Italy products such as are advertised in the MANUFACTURERS RECORD, and would like to get exclusive agencies if possible. The National Association, New York, will give particulars as to our business standing."

Shipping Weller Trippers by Carloads.

A carload shipment of trippers, for 42-inch belts, from the Weller Manufacturing Co. of Chicago, manufacturer of elevating, conveying and power transmission machinery, has been made to the James Stewart Company, to be used on the latter's contract for the Western Maryland Railroad Co.'s new grain elevator at Baltimore. This was the second carload shipment of the same type of trippers within 10 days.

An especially interesting and important feature of the Weller patented type of trippers for heavy duty is



that they are made in such a manner that it is practically impossible for the belt to get caught in the frictions and cause damage.

As a proof of both the popularity and the heavy demand for these machines, it might be stated that 45 trippers of this general type have gone through the company's shops during the current 60 days.

Maintaining its reputation for delivery is a hobby with the Weller company. This has been possible, however, by making careful promises, taking into consideration the work on hand and not overloading its plant with business taken on promises to deliver, despite the time for delivery. Orders are going out on schedule time, and the plant is running up to its capacity. Many large orders have been booked for December, January and February delivery.

New Pneumatic Concrete Mixer, Conveyor and Placer.

What is said to be a radical departure from the hopper type of combined concrete mixer, conveyor and placer has been incorporated in a complete concreting plant designed and manufactured by the Pneumatic Placing Co., 2 Rector street, New York. This new type "B" machine combines both mechanical mixing and pneumatic placing of concrete, and it is said that it embodies the advantage of delivering perfect concrete, is economical in the use of compressed air, enables a small-sized pipe to be used as a conveying means, is practically foolproof and does not require skillful operation, and eliminates the possibility of clogged pipe.

Essential construction features of the new design are an air-tight mixing drum rotated by an air-driven engine fastened to the same base, which is either mounted on a truck or unmounted and equipped with a charging skip, as desired.

In charging the mixer is stopped and the raw material is poured into the drum through a trap door, which is closed after the required amount for the batch is secured and the drum rotated like an ordinary mechanical mixer. Compressed air is admitted to the drum when the material is to be discharged, and the concrete is carried to the forms under pressure through one or more sections of flanged pipe and heavy hose for flexibility.

The machines are manufactured in three sizes—two-bag, three-bag and four-bag batch sizes—equipped with the proper discharge for various sized pipe, the size of pipe depending upon the quantity of concrete required per hour or day.

It is said that the two-bag batch mixer can be equipped for 3-inch or 4-inch pipe and conveys concrete made up of 1 1/2-inch stone or gravel. This mixer is especially adapted for concrete buildings, concrete roads, small bridges and viaducts. By the use of a short length of rubber hose on the delivery end, of the same inside diameter as the pipe, great flexibility of de-

livery can be attained and no hand-spreading is necessary.

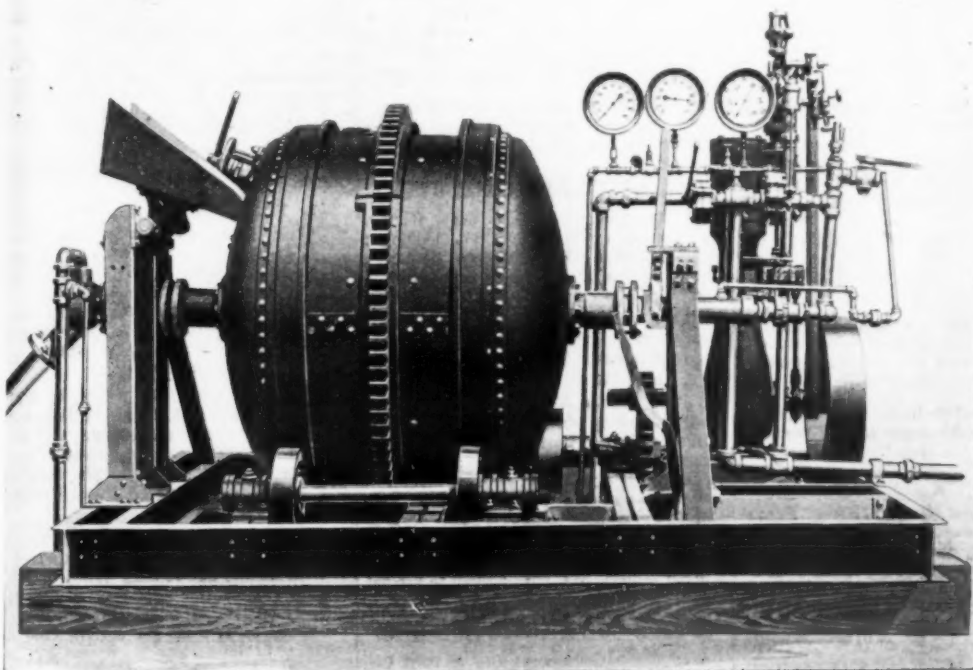
The three-bag batch mixer is equipped with 4-inch, 5-inch or 6-inch discharge and can handle concrete made up of 2-inch stone in the same way, with a capacity of from 20 to 30 cubic yards per hour. This size is best adapted for larger mass concrete and tunnel lining.

The four-bag batch mixer is designed especially for heavy mass concrete, such as dams, extremely heavy

in a metal box provided with a hinge cover which is held closed with a simple spring catch. The switch is operated by a crank handle located outside the box. The switch may also be locked in the "off" position to prevent accident when repairs are in progress. Means are also provided to lock or seal the cover shut to prevent unauthorized persons overfusing the switch or tampering with live connections. These switches are also provided with a label issued by the Underwriters' Laboratories, Inc., indicating that they have been ex-

of the pressed-steel box are removable and can be equipped with plates for suitable knockouts to fit any wiring condition.

The plunger switch has the switch gear enclosed in a cast metal casting, and, as in the case of the pressed-



FRONT VIEW OF COMBINED PNEUMATIC MIXER, CONVEYOR AND PLACER.

foundations and retaining walls. It is equipped for 6-inch or 8-inch pipe as a conveying means and has a capacity of from 40 to 50 cubic yards per hour. The advantage claimed for this mixer over the old-type mixer and conveyor of large size is that it delivers perfect concrete with a very much reduced volume of compressed air. Mixers of this large type are built only to special order.

In estimating the labor necessary to handle Pneumatic Class "B" mixers, conveyors and placers the company figures the same number of men as is ordinarily used for measuring and feeding material into a mechanical mixer under the same condition, but all labor from the mixer to and into the forms is eliminated, except two men, who are used for handling the delivery hose to place concrete directly into the forms.

Enclosed Electric Switch for Safety.

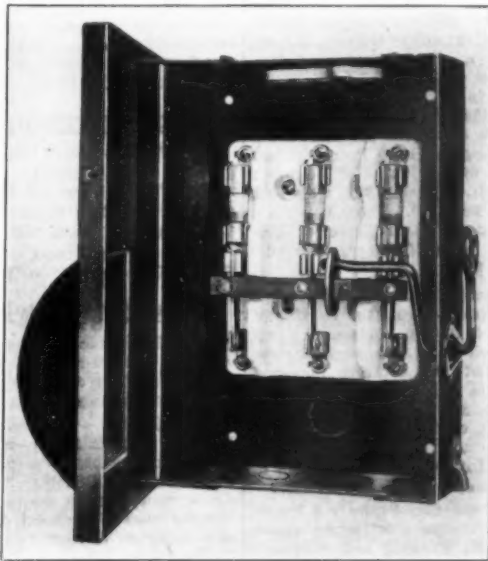
Accidents resulting from an open electric switch may mean death from shock to a workman and the resultant demoralization of others. Fire resulting in loss of lives and property are often caused by short-circuit from the open switch. The "Square D" enclosed switch, which is being offered to the trade by the Western Electric Co., Inc., of New York, is announced as a remedy for the open-switch evil. Its development has been carried out in accordance with the principles of the safety first movement in the standardization of electrical equipment.

The "Square D" enclosed switch is also recommended for the use of central stations as entrance service equipment where metered service is given. It effectually prevents the theft of current which is generally accomplished by wiring around the meter. The switch terminal and fuse are under lock and key, and while the electric current user can turn the current on or off at will by means of the handle outside the box, the current-carrying parts and wiring remain inaccessible. Meter trims for joining the switch box and meter are available for any type of current meter.

The switch and cut-out unit are completely enclosed

and tested with the object of classing them as safety apparatus, and they have been definitely approved by the Federal Bureau of Standards and the Workmen's Compensation Service Bureau.

Two general types of the switch are made—the pressed-steel type, suitable for lighting circuits, machine tools and other uses where severe service conditions do not prevail, and the plunger or cast type, which



"SQUARE D" 60-AMP. SWITCH OPEN, SHOWING CARTRIDGE FUSES.

is of more rigid constructions and designed for especially severe service.

The pressed-steel switch is made for all commercial voltages from 125 to 600 volts, and in capacities of from 30 to 600 amperes. All switches for 60 amperes and over are equipped with a quick "break" attachment to prevent the formation of dangerous arcs. The ends



"SQUARE D" 60-AMP. SWITCH.

steel type, the mechanism is operated from the outside of the box. The switch mechanism is of the quick "make" and "break" type, and when closed a gasket in the lid makes the box fire, water and fume proof, so that installations may be made where water, fumes and dust exist without injury to the working parts of the switch. These switches are so constructed that the covers cannot be removed when the switch is in the "on" position. Neither can the covers be closed after opening until the mechanism is brought to the "off" position. This arrangement has been worked out so as to obviate the possibility of short-circuits in dangerous atmosphere in the process of opening and closing the switches.

In general, the "Square D" enclosed switch meets the requirements for a safe, foolproof, efficient and economical enclosed switch, and has its application wherever safety is considered.

May the Manufacturers Record Be Worthy of Such Commendation.

S. Q. SEVIER, Attorney-at-Law, Camden, Ark.

I have been a subscriber with you for many years, am not rich nor am I a manufacturer or trader, but am a patriot, and think your editorials and the general course of your journal has done a great deal toward holding this Government in the proper groove, and that you will yet be able to convince the voters that there is a vast difference between a statesman and a politician. Your great work in behalf of the South's industrial development should enshrine you in the heart of every Southerner.

Steel Shuttles Suggested.

F. H. HULSCHER, Manager Southeastern Office Diamond Power Specialty Co., P. O. Box 667, Atlanta, Ga.

The wooden shuttles used in the looms of cotton mills have an average life of five months. Why not make them of steel?

Electric Riveting and Pounding Machinery.

John Dewsbury & Son, Ltd., Littleton street, Walsall, England:

"Put us in communication with firms making electric riveting hammers and pounding machines. We require something that will rivet up cast malleable iron goods; also a pounding machine for pounding hot metal to make brazing solder on the principle of a pestle and mortar."

Construction Department

IN ORDER TO FOLLOW UP

Properly the Construction Department items, please bear in mind the following statements:

EXPLANATORY

The MANUFACTURERS RECORD seeks to verify the items reported in its Construction Department by full investigation. It is often impossible to do this before the item must be printed or else lose its value as news, and in some items it is found advisable to make statements as "reported" or "rumored," and not as positive information. If our readers will note these points they will see the necessity of the discrimination. We are always glad to have our attention called to errors that may occur.

HOW TO ADDRESS

The name of one or more incorporators of a newly incorporated enterprise should always be written on letter addressed to the official headquarters or to the town of the parties sought, as may be shown in the item. Sometimes a communication merely addressed in the corporate or official name of a newly established company or enterprise cannot be delivered by the postmaster. By following these general directions the post-office will generally be enabled to deliver your mail promptly, although it is inevitable that some failure by the postal authorities to deliver mail to new concerns will occur, as our reports are often published before new companies are known and before they have any established office for the receipt of mail.

WRITE PERSONAL LETTERS

In communicating with individuals and firms reported in these columns a letter written specifically about the matter reported will receive better and quicker attention than a circular. In most instances a return postal card or addressed and stamped envelope should be enclosed with letter.

In correspondence relating to information published in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

DAILY BULLETIN

The Daily Bulletin of the Manufacturers Record is published every business day in order to give the earliest possible news about new industrial, commercial, building, railroad and financial enterprises organized in the South and Southwest. It is invaluable to manufacturers, contractors, engineers and all others who want to get in touch at the earliest moment with new undertakings, or the enlargement of established enterprises. The subscription price is \$25 per year.

All advertising contracts in the Manufacturers Record for three months or longer include a subscription to the Daily Bulletin for the contract period, as well as a subscription to the Manufacturers Record.

BRIDGES, CULVERTS, VIADUCTS

Ala., Little River.—Monroe County will construct 80-ft. steel-concrete or reinforced concrete span with about 300 ft. wooden pile approaches across Little River at Little River; Monroe County Board of Revenue, I. B. Slaughter, Chmn., Monroeville, Ala., receives bids until Oct. 3; C. E. Barker, County Engr. (See Machinery Wanted—Bridge Construction.)

Ark., Grubbs.—Jackson County will construct trestle bridge 900 ft. long and 12 ft. wide over Cache River on Grubbs and Weiner Rd. near Grubbs; County Comms., Newport, Ark., receive bids until Sept. 11; W. D. McLain, County Judge. (See Machinery Wanted—Bridge Construction.)

Ark., Pangburn.—White County Comms., Searcy, Ark., let contract W. D. Ellis, Pangburn, to build \$5000 wire suspension bridge across Little Red River, 5 mi. east of Pangburn; 410 ft. long.

Fla., Fort Lauderdale.—Broward County Comms., Frank A. Bryan, Clk., will construct steel swing draw bridge and 900 ft. highway trestle connecting Fort Lauderdale with the ocean beach; open bids Sept. 18; also having plans prepared and will ask bids later for two additional bridges of similar type at Deerfield and Hallandale, both bridges to have 55 ft. clear channel opening; H. C. Davis, Engr., Fort Lauderdale. (See Machinery Wanted—Bridge and Trestle.)

Fla., Fort Lauderdale.—Broward County Comms., Frank A. Bryan, Clk., let contract to Champion Bridge Co., Wilmington, O., for Scherzer rolling lift bridge across South New River Canal and for steel swing draw bridge across North New River Canal; both bridges to have 50-ft. clear channel opening and 12-ft. roadway; contract includes approaches and fill; both bridges within Everglades; Comms. rejected bids on 100,000 yds. earthwork, and will readvertise; H. C. Davis, Engr., Fort Lauderdale. (Bids noted in Aug.)

Fla., Miami.—Dade County Comms. let contract Luten Bridge Co., York, Pa., at \$14,200 to build 5 steel bridges. (Bids lately invited.)

Ky., Greenup.—Greenup County will construct concrete culverts in connection with improvements to State-aid roads; bids until

Sept. 14. See Road and Street Work. (See Machinery Wanted—Road Construction.)

La., Monroe.—Ouachita Parish let contract to Wetzel & Co., Alexandria, La., to construct concrete bridges and culverts, in connection with road construction. (See Road and Street Work.)

Mo., Perryville.—Perry County will construct steel bridge 42 ft. long and 12 ft. wide, with concrete floor, on concrete abutments and earth fills for approaches, over Lick Creek on Birmingham Rd. about 2½ mi. south of Altenburg; steel bridge 56 ft. long and 14 ft. wide with wood joists and floor on tubular piers filled with concrete, with wood approach 14 ft. long to each end, supported at outside ends by concrete abutments and with earth fills for approaches over main drainage ditch on Perryville and Belgique Rd., 2 mi. southwest of Belgique; wood bridge 18 ft. long and 12 ft. wide over branch on Dry Bone Rd.; Thos. J. Killian, Road and Bridge Commr., receives bids until Sept. 25. (See Machinery Wanted—Bridge Construction.)

N. C., Belmont.—Southern Ry., W. H. Wells, Ch. Engr., Washington, D. C., let contract to Robt. Russell, Charlotte, N. C., for masonry work on bridge across Catawba river at Belmont; let contract for steel work to Virginia Bridge & Iron Co., Roanoke, Va.; structure of deck plate girder type, 900 ft. long, with concrete piers; elevation 68 ft. above normal water; steel girder 100 ft. long. (Lately noted with name of steel-work contractor erroneously named.)

S. C., Charleston.—City Sanitary & Drainage Com. contemplates constructing causeway between Mt. Pleasant and Sullivan's Island.

Tex., Aransas Pass.—Aransas Harbor Terminal Ry. and Aransas Pass Channel & Dry Dock Co. will expend probably \$100,000 to repair recent storm damages; work to include constructing 4150 ft. trestle, building trackage, etc., by company's forces.

Va., Narrows.—Giles County Comms., Pearisburg, Va., will build 872 ft. steel bridge across New River; bids until Sept. 12; specifications on file at office of County Clerk and of State Highway Comms., Richmond. (See Machinery Wanted—Bridge Construction.)

Va., Rivermont.—State Highway Com., Lynchburg office, let contract to McComb & Gay, Lynchburg, to build \$2500 steel bridge over Ivy Creek.

W. Va., Parkersburg.—Kanawha Traction & Electric Co. let contract to Merydith Construction Co., Marietta, Ohio, to build \$60,000 viaduct across ravine; reinforced concrete; 700 ft. long by 22 ft. wide; 58-ft. spans.

W. Va., Welch.—McDowell County Court, W. W. Whyte, Clerk, will construct bridges; bids until Sept. 16; W. J. McClaren, County Engr. (See Road and Street Work.)

CANNING AND PACKING PLANTS

Ga., Augusta.—Augusta Abattoir, Chas. E. Brown, Mgr., will enlarge plant and provide facilities for meat packing.

COAL MINES AND COKE OVENS

Md., Lonaconing.—Hoffa & Sons, Barton, Md., leased American Coal Co. holdings; plan extensive developments; preparing now to resume in mine idle some years.

Mo., Novinger.—John Payton and others organized company to develop coal mines.

Tenn., Kingsport.—Cinchfield Coal & Iron Co., capital \$12,000, inctpd. by G. P. Pittner, W. J. Exum, H. C. Block and others.

W. Va., Comfort.—Harry P. Jones & Sons Coal Co. (lately noted inctpd., capital \$50,000), organized; Harry P. Jones, Prest.; James Jones, V.-P. and Mgr.; Harry P. Jones, Jr., Secy.-Treas.; will develop 1100 acres; open machinery bids Sept. 15. (See Machinery Wanted—Mining (Coal) Machinery.)

W. Va., Welch.—Panther Coal Co. increased capital stock from \$150,000 to \$225,000.

COTTON COMPRESSES AND GINS

Ark., Emmett.—Farmers Gin & Seed Co., capital \$4000, inctpd. by J. I. Wade, Chas. T. Faulkner, E. H. Hood and R. D. Smith.

N. C., Halifax.—Halifax Ginning Co. chartered with \$25,000 capital by M. L. Stedman, F. H. Gregory and R. L. Applewhite.

Tenn., Chattanooga.—Mercer Reynolds, Mgr. Lookout Oil & Refining Co., plans organizing company to build cotton compress and warehouse.

Tenn., Chattanooga.—Southern States Warehouse Co. organized; Prest., C. S. Kinney, Gen. Mgr. of Gulf Compress Co., Memphis, Tenn.; V.-P., Columbus Bierce; Secy., C. W. Howard; Treas., C. H. Huston; has plans to build compress with capacity 250,000 bales cotton per season and fireproof construction warehouse of 12,000 bales capacity; designated for future increases. (Lately noted inctpd. with \$50,000 capital, etc.)

COTTONSEED-OIL MILLS

Ark., Searcy.—Searcy Oil & Ice Co., organized; E. A. Robbins, Prest.; H. W. Booth, V.-P.; B. E. Eskridge, Secy.-Mgr.; purchased plant of Searcy Cotton Oil Co. (Lately noted inctpd., capital \$50,000.)

Tenn., Chattanooga.—Lookout Oil & Refining Co., increased capital from \$125,000 to \$350,000.

DRAINAGE SYSTEMS

Miss., Charleston.—Newsome Lake Drainage Dist. organized with H. D. Glass, Prest., to reclaim 46,000 or 47,000 acres in Tallahatchie and Quitman counties.

Miss., Marks.—Comms. Indian Creek Drainage Dist., R. F. Jepsen, Secy., has had surveys and estimates prepared by Morgan Engineering Co., Memphis, Tenn., for drainage system; district comprises 44,000 acres of delta land in Quitman, Tunica and Panola counties; estimated cost, \$240,000.

S. C., Greenwood.—Comms. Rileys Drainage Dist., Greenwood County, S. O. Harvey, Chmn., will construct drainage noted constructed in June; receive bids until Sept. 19; dredge Turkey, Mulberry and Mars creeks; about 13 mi. ditches 14 to 24 ft. at bottom, with ½ to 1 ft. side slope; W. A. Sanders, Engr., Anderson, S. C. (See Machinery Wanted—Drainage.)

ELECTRIC PLANTS

Ark., Cave Springs.—Snowden Engineering Co., capital \$500,000, chartered to build 600 H. P. steam-driven electric plant; G. H.

Snowden, Prest.; S. A. Farrell, Secy. both of Kansas City, Mo. (Cave Springs Realty Co. lately noted to build power plant.)

Ark., Heber Springs.—City may build electric-light plant. Address City Engr.

Ark., Little Rock.—Little Rock College let contract M. B. Sanders of Little Rock at \$14,595 to install central power and heating plant. (Noted in Aug.)

Fla., St. Augustine.—Jacksonville-St. Augustine Electrical Ry., T. R. Osmond, Mgr., will build electric-light plant.

Fla., Tarpon Springs.—Southern Utilities Co., Jacksonville, Fla., will construct white way; cost \$5000.

Ga., Macon.—City contemplates constructing electric-lighting plant and has appointed committee to investigate. Address The Mayor.

Md., Towson.—State Normal School contemplates installation electric-light plant.

Md., Baltimore.—Consolidated Gas, Electric Light & Power Co., Lexington and Liberty Sts., announces it will offer \$3,697,912 additional common stock for acquisition of property, construction of improvements, completion of extensions, enlargement of distributing system, etc.

N. C., Morehead City.—City, M. L. Willis, Secy.-Treas., issued \$20,000 bonds for electric-light improvements; will change from D. C. to A. C.; construction supervised by J. B. McCrary Co., Engrs., Atlanta, Ga.; will connect with Camp Glenn (National Guards); materials purchased.

Okla., Shawnee.—Shawnee Gas & Electric Co., 115 N. Bell St., referring to construction of transmission line to Ada, writes to Manufacturers Record: Expect to build this fall; 50 mi.; 45,000 volts; transmit 1000 H. P.; plans being made for several thousand horse-power later; purchased two 3000 and one 1000 turbines complete with condensing apparatus, boiler-feed pumps and boilers; have all bids in. (In August noted as contemplating building line to Ada.)

Okla., Tulsa.—Hickory Coal Co., Henry Adamson, Mine Foreman, will rebuild power-house reported burned at loss of \$10,000.

Tenn., Parksville.—Tennessee Power Co. progressing with construction steam plant on Ocoee River; cost \$450,000; Richard Stites, Gen. Supt., Hamilton National Bank Bldg., Chattanooga, writes to Manufacturers Record: Two 6500 K. V. A. Curtis turbines supplied by six 440 H. P. Babcock & Wilcox boilers; reinforced concrete stack 200 ft. high; furnaces have Sanford-Riley stokers; cinders handled by drag chain conveyor and by bucket elevator to bin; coal dumped from cars into track hopper, then by conveyor to 300-ton coal bins, from which it is conveyed by larry car to stokers; General Electric turbines; Babcock & Wilcox boilers; all other work by company's engineers.

Va., Roanoke.—Roanoke Ry. & Electric Co. will invest \$250,000 to double capacity; official announcement as follows: Install 5000 K. W. addition at present plant developing 4500 K. W.; install 4 new boilers, coal-conveying and handling system, condensers, pumps, etc.; build sub-station and construct two 11,000-volt transmission systems to Viscose Co.'s factory site; construct another line when Viscose plant is completed; has awarded principal contracts.

FERTILIZER FACTORIES

Va., Staunton.—Convict Lime Board, Richmond, will install machinery to double capacity of fertilizer lime crushing plant.

FLOUR, FEED AND MEAL MILLS

Ala., Troy.—W. L. Thompson will rebuild feed and grist mill recently burned.

Fla., Gainesville.—Diamond Ice Co. will build feed and meal mill; contain 8 elevators 12 ft. square by 35 ft. high, with capacity of 5000 bu. grain each; estimated cost, \$40,000.

Ky., Ashland.—R. C. Peage Milling Co. increased capital from \$50,000 to \$150,000.

Mo., Hannibal.—Carter-Shepherd Milling Co., capital \$100,000, inctpd. by Spencer M. Carter, Margaret H. Shepherd and J. Leighton Shepherd.

In writing to parties mentioned in this department, it will be of advantage to all concerned if the Manufacturers Record is mentioned.

FOUNDRY AND MACHINE PLANTS

D. C. Washington—Structural Steel—Barber & Ross, 11th and G Sts. N. W., Samuel Ross, Propr., and Harry Blake, Gen. Mgr., will erect 80x300 ft. steel frame building, cost \$24,000; erection by company; plans by Gen. Mgr.; will remove machinery from present shop; capacity 10,000 tons structural steel annually; later will need electric cranes; Harry L. Light (lately noted in connection) is trustee for Barber & Ross, on the property. (See Machinery Wanted—Crane.)

Md., Sparrows Point—Pattern Shop.—Penn Mary Steel Co. (Baltimore Steel Corp.) will build pattern shop; reinforced concrete; let contract to Devesell, Spencer & Co., 1007 Garrett Bld., Baltimore.

N. C., Colon—Structural Steel.—Southern States Steel Corp., chartered with \$100,000 capital by J. A. Holloman, Jacksonville, Fla.; C. M. Reeves, Sanford, N. C.; Wm. Porter, Kernersville, N. C., and others; plans at start to build bridges and undertake other structural steel work; establish fabricating plant; managing official, J. A. Holloman, present address Sanford, N. C.

N. C., Dunn—Blacksmithshop, etc.—J. W. Thornton will build 2-story brick structures for blacksmithshop and garage.

Okl., Tulsa—Steel Plate.—Mount-Cooper Boiler & Iron Co. organized; W. M. Mount, Pres. and Mgr.; C. A. Cooper, V.-P.; H. F. Mount, Secy.; has equipped plant; product, steel-plate work. (Lately noted inceptd., \$50,000 capital.)

Tenn., Knoxville—Valve Gears, etc.—Southern Locomotive Valve Gear Co., L. D. Tyson, Pres., will build plant to manufacture locomotive valve gear and power reverse gear invented by W. S. Brown, a Southern Ry. engineer; has let contract for erection factory building costing \$20,000; will install machinery and tools costing \$50,000. (Previously noted organized, etc.)

Tenn., Knoxville—Pulverizers.—Day Pulverizer Co., capital \$10,000, inceptd. by Jas. A. Day of Tazewell, Tenn.; W. N. Day of Lone Mountain, Tenn. and J. Frank White of Cumberland Gap, Tenn.; manufacture pulverizers for farmers.

Tex., Orange—Boilers.—J. Gerhardt will establish boiler plant and repair shop.

W. Va., Huntington—Munitions.—Steel Products Co., 310 10th St., organized; Paul Hardy, Pres.; Thos. W. Harvey, V.-P.; R. P. Aleshire, Secy.-Treas.; R. T. Gladstone, Supt.; acquired plant formerly of Huntington Alloy Co. (Lately noted inceptd., capital \$100,000, to manufacture munitions.)

Va., Roanoke—Rail Joints.—Ballou Safety Rail Joint Co., C. E. Ballou, 103 Farmers' Supply Bldg., proposes to build plant for manufacturing safety rail joints.

W. Va., Huntington—Mining Tools.—Fulton Tool Co. establishing plant to manufacture mining tools; let contract to Henry Person, Huntington, to erect ordinary or mill-construction buildings, 50x180 ft., 50x124 ft. and 35x30 ft.; will install hammers and forging machines, presses, lathes, shapers, screw-cutting machines; C. C. Hartzell, Canal Fulton, O. (address Huntington after Oct. 1), Pres.; J. L. Hawkins, V.-P.; A. L. Bastianelli, Secy.-Mgr. (In June, noted inceptd., capital \$75,000.)

GAS AND OIL ENTERPRISES

Ark., Texarkana—Diamond Oil & Mining Co. chartered with \$10,000 capital; G. H. Carpenter, Pres.

Fla., Tampa—Alabama Gulf Oil & Gas Co. chartered with \$200,000 capital by C. D. Cooley of Tampa, and John W. McAlpine of Mobile, Ala.

Ky., Irvine.—Industrial Petroleum Co., capital \$100,000, incorporated by Max Ruby, A. M. Z. Steinberg, David Ruby and D. A. Wallace.

Ky., Irvine.—Puckett Oil Co., capital \$32,000, inceptd. by J. C. McCombs, E. N. G. Henderson, H. J. Shaw and W. I. Southern.

Ky., Irvine—Oil Refinery.—Melick Refinery Co., Lexington, Ky.; lately noted inceptd., capital \$100,000; contemplates erection of refinery at Lexington. (See Ky., Lexington.)

Ky., Lexington.—Central & Eastern Kentucky Oil Co., capital \$50,000, inceptd. by W. T. Woolfolk, L. R. Bruner and John Sharp.

Ky., Lexington—Oil Refinery.—Melick Refinery Co., David L. Melick, Secy. and Gen. Mgr., inceptd., capital \$100,000; company advises: Organization is temporary; increase capital to \$1,000,000, and be taken over by Eastern capitalists; contemplate erection of oil refinery of 5000 bbls. daily capacity, and laying of pipe line from Estill County oil fields; 42 mi. 6-in. pipe line; also contemplate purchasing oil from other producers.

Ky., Scottsville.—Long Creek Oil Co., capital \$35,000, inceptd. by M. L. Greene, C. Z. Austin, A. H. Jacobstein and W. D. Gilliam.

La., Lake Charles—Oil-distributing Plant.—Gulf Refining Co. (main office, Pittsburgh, Pa.) will build oil-distributing plant; main warehouse of frame covered with iron; 6 steel storage tanks with capacity of 15,000 gals.; wharf 14 ft. wide and 16 ft. long; also smaller wharf 6 ft. wide to extend into lake for 150 ft.; planned to have 6 ft. of water at outer end of wharf; also erect stable, wagon shed and garage and pumphouse; estimated cost, \$20,000.

Okl., Brameau.—Oil & Gas Investment Co., chartered with \$25,000 capital by C. L. Hartman and others.

Okl., Blackwell.—National Union Oil & Gas Co., chartered with \$1,000,000 capital by O. M. Swalm and Robt. Ballentine of Blackwell and E. T. Powell, Jr., of Wachapreague, Va.

Okl., Drumright—Oil Refinery.—Drumright Refining Co., chartered with \$15,000 capital by Wm. T. Davis and B. L. Withers of Drumright and V. E. Bolene of Oilton, Okla.

Okl., Guymon.—Panhandle Petroleum Co., capital \$100,000, inceptd. by J. S. Harris, W. H. Langston and J. G. McLarty.

Okl., Muskogee.—McCoach Oil & Gas Co., chartered with \$25,000 capital by J. M. McCoach and others.

Okl., Norman.—Norman Gas & Power Co., chartered with \$25,000 capital by J. B. Dudley and others.

Okl., Oklahoma City.—Velma Oil & Gas Co., capital \$50,000, inceptd. by W. F. Bland, C. H. Garnett and J. A. Chambers.

Okl., Okmulgee.—Southern Gas Co., chartered with \$50,000 capital by J. T. King and others.

Okl., Oklahoma City.—Cumberland Valley Natural Gas Co., chartered with \$5000 capital by M. V. Jeffes and others.

Tex., Athens.—Koon Kreek Oil & Development Co. chartered with \$50,000 capital; W. B. Weatherford, Pres.; Joe G. Smith, Jr., Gen. Mgr.; offices at 1221½ Main St., Dallas, Tex.

Tex., Avoca.—Avoca Oil Co. chartered with \$10,000 capital by C. H. King and others.

W. Va., Charleston.—Lebow Brothers Co., chartered with \$5000 capital by C. H. Lebow and others.

W. Va., Charleston.—Cabin Creek Gas Co., capital \$130,000, inceptd. by E. A. Wallace, D. A. Ketchum, C. S. Duffield and others.

W. Va., Parkersburg.—Powers Oil Co., capital \$5000, inceptd. by G. L. Watson, C. B. Watson, S. H. Stiles and others.

W. Va., Parkersburg.—Keymont Oil Co., capital \$10,000, inceptd. by W. M. Miller and others.

W. Va., Teterton.—North Fork Oil & Gas Co., capital \$50,000, inceptd. by J. A. Nelson and others.

HYDRO-ELECTRIC PLANTS

S. C., Cherokee Falls.—Cherokee Falls Mfg. Co., R. P. Roberts, Treas., let lately-noted contract to Porter & Boyd, Charlotte, N. C.; work includes repairs to portion of dam injured by flood in July; requires about 2500 cu. yds. concrete.

S. C., Portman.—Southern Public Utilities Co., Anderson, S. C., will improve hydro-electric plant at Portman Shoals; raise bulkhead 8 ft. and deepen canal from plant into Seneca River; has plans and specifications; writes to Manufacturers Record: Expect to raise bulkhead on dam, requiring about 1000 cu. yds.; excavate about 3 ft. in tail race; contract let about Oct. 1.

Tenn., Great Falls.—Tennessee Power Co. progressing with additional construction to cost \$700,000; Richard Stites, Gen. Supt., Hamilton National Bank Bldg., Chattanooga, writes Manufacturers Record: At Great Falls, on Caney Fork River, new hydro-electric plant as follows: Concrete dam 29 ft. high; on top will be row of talutor gates 14 ft. high; dam will divert water through tunnel 12 ft. wide by 14 ft. high and 500 ft. long, then through steel penstock 12 ft. diam. and 200 ft. long to 12,000 H. P. water-wheel direct connected to 9575 K. V. A. generator; Gould Contracting Co., Nashville, has contract for dam and tunnel; all other work by Tennessee Power Co. engineers; Allis-Chalmers water-wheel and generator. (Previously noted to enlarge, etc.)

W. Va., Fairmont.—Webster Springs Power Co., H. Shalin, Pres., writes to Manufacturers Record: Permit to construct dams on Elk and Gauley rivers, in Webster county, still pending before Public Service Com.; development would generate 100,000 H. P. (Previously reported organized, etc.)

ICE AND COLD-STORAGE PLANTS

Ark., Searcy.—Searcy Oil & Ice Co., E. A. Robbins, Pres., (lately noted inceptd., capital \$50,000), purchased plant of Searcy Cotton Oil Co. (See Cottonseed Oil Mills.)

Fla., Manatee.—Excelsior Ice Co. will build 3 pre-cooling rooms for citrus fruits and vegetables.

Fla., West Palm Beach.—Gas Engineering Co., F. D. Moses, Pres., Trenton, N. J., will build ice and cold-storage plant.

Tex., El Paso.—El Paso Ice & Refrigeration Co., J. C. Peyton, Pres.-Mgr., will have plans prepared by D. I. Davis & Co., Chicago, for fireproof building for lately-described cold-storage plant for fruits; install 250-ton compressor and compound condensing engine.

Va., Harrisonburg.—Julian A. Burruss, Pres. State Normal School for Women, contemplates installing small electrically operated refrigerating plant.

W. Va., Princeton.—Company organized to operate ice factory; purchased Princeton Power Co.'s 10-ton plant and will enlarge to double capacity.

LAND DEVELOPMENTS

S. C., Beaufort.—Beaufort Development Co., capital \$20,000, inceptd. by J. S. Williams and W. E. Richardson.

S. C., Greenville.—Piedmont Potato Co., chartered with \$5000 capital to grow potatoes; J. K. Wilson, Jr., Pres.; M. J. Callahan, Secy.

LUMBER MANUFACTURING

Ark., Georgetown.—Henry Wrape Stave Co., Searcy, Ark., purchased 2600 acres timber lands; will cut and ship timber to Searcy.

Fla., Tampa.—Hillsborough Lumber Co., capital \$100,000, inceptd.; J. L. Greer, Pres., Greer, Fla.; A. H. McFarlan, V.-P.; N. Powers, Secy.-Treas., both of Tampa.

Miss., DeKalb.—Chidlow Lumber Co., Meridian, Miss., contracted for pine timber on 500 acres; will cut next spring.

Miss., Hattiesburg.—Silver Lumber Co., capital \$10,000, inceptd. by C. O. Eure, A. E. Harbison and R. W. Dunn.

N. C., Hamlet.—Clark-Rhodes Lumber Co., Lyric Bldg., Richmond, Va., capital \$50,000, chartered; P. E. Clark, Pres. and I. Rhodes, Secy., both of Richmond; will erect building of mill construction; install planer and resaw; daily capacity 25,000 ft. pine lumber.

Okl., Ashley.—Farmers' Grain, Lumber & Coal Co., capital \$5000, inceptd. by I. T. Strickland and M. B. Crawford of Ingersoll, E. M. Routh and J. H. Oshel of Alva.

Tenn., Coal Creek.—Miller Lumber Co., Scruggs Bldg., 617 Prince St., Knoxville, Tenn., J. Marion Miller, Box 343, Knoxville, Pres., purchased lately-noted timber tract in Anderson county; advises Manufacturers Record: Will not build sawmill, but let all work by contract under owning company's supervision timber includes yellow poplar, white and red oak, walnut, locust, etc.

Tenn., Townsend.—Little River Lumber Co., W. B. Townsend, Pres., and J. P. Murphy, Supt., completed re-erection of lately-noted buildings at cost of \$35,000, and is installing machinery; double-band mill complete; cost, installed, about \$50,000; manufactures hardwoods, spruce and hemlock; planing mill, etc., not destroyed. (Noted in July as to rebuild burned plant.)

Tex., Paris.—Boland Lumber Co. chartered with \$10,000 capital by J. M. Braswell and E. A. Lyon of Parish, Thos. E. Boland and Clark Wasson of Antlers, Okla.

Va., Richmond.—Clark-Rhodes Lumber Co., Lyric Bldg., lately noted chartered, capital \$50,000, will establish sawmill at Hamlet, N. C. (See N. C., Hamlet.)

MINING

Ala., Trussville.—Iron.—Trussville Ore Co., capital \$2000, inceptd.; W. C. Cocke, Pres.; J. R. Godwin, V.-P.; D. Swan, Secy.-Treas.; all of Birmingham.

Ky., Lexington.—Granite.—Lexington Granite Co. increased capital from \$10,000 to \$25,000.

Okl., Bartlesville.—Concentrating Plant.—Western Concentrating Co., capital \$5000, inceptd. by J. A. Dowler, R. A. Bell and R. E. Clark.

Okl., Commerce.—Lead and Zinc.—Hugh Correll, Mgr. Nowata mine, Joplin, Mo., will build concentrating mill; cost \$18,000; electric motors for taking chats to mill.

Okl., Commerce.—Lead and Zinc.—Heffer-

nan Mining Co. will build 250-ton concentrating mill.

Tenn., Kingsport.—Iron.—Chinfield Coal & Iron Co., capital \$12,000, inceptd. by G. P. Pittner, W. J. Exeum, H. C. Block and others.

Va., Pulaski.—Hawassle Mining Co. chartered with \$50,000 capital; John S. Draper, Pres.; W. C. Price, Secy.-Treas.

MISCELLANEOUS CONSTRUCTION

Ark., Barfield.—Leevee.—St. Francis Levee Board, H. D. Tomlinson, Pres., Bridge Junction, Ark., will construct 175,000 cu. yds. levee work; bids until Sept. 5. (See Machinery Wanted—Levee Construction.)

Fla., Fort Lauderdale.—Ship Terminals.—Howard Transportation Co. will, it is reported, increase capitalization to \$1,000,000 for building docks and other terminal facilities on East Coast inland waterway.

Fla., Maximo Point.—Dredging.—David C. Cook, Chicago, let contract J. B. Paine, Clearwater, Fla., for dredging 35,000 sq. yds. sand.

Fla., Miami.—Recreation Pier and Aquarium.—M. Elser plans to erect \$100,000 recreation pier and aquarium, to include roof garden extending into Bay Biscayne, auditorium, children's playground, etc.

Ga., Brunswick.—Docks.—Brunswick Creaking Co. is having surveys made for extending docks to deeper water.

Miss., Greenville.—Levee.—Mississippi Levee Comms., W. L. Thompson, Ch. Engr., let contract to Dave Elkas & Co., Leeta, Miss., at \$28,700 to construct 82,000 cu. yds. Princeton levee on Washington County Front. (Lately noted inviting bids.)

Miss., Frail Point.—Levee.—Yazoo Mississippi Delta Levee Comms., T. G. Dabney, Ch. Engr., Memphis, Tenn., will construct additional levees; 2½ mi. below Frail Point; bids until Sept. 5. (See Machinery Wanted—Levee Construction.)

N. C., Greensboro.—Coal Chutes.—Southern Railway, B. Herman, Ch. Engr., Washington, D. C., plans to construct coal chute in connection with \$200,000 improvements to shipping facilities.

Tenn., Pittsburg Landing.—Monument.—United Daughters Confederacy accepted design by and let contract to Frederick C. Hibbard, 923 E. 60th St., Chicago, for monument in Shiloh National Park; 3 heroic groups being cast by Florentine Brotherhood Foundry of Chicago; modeled 3 panels he is carving; let granite structure contract to Mt. Airy (N. C.) Granite & Cutting Co.; Geo. Archer, Pittsburg Landing, Supt. erection granite work; whole cost \$50,000.

Tex., Dallas.—Natatorium.—J. W. Gardner will construct natatorium; site 75x100 ft.

Tex., Houston.—Wharves.—City has plans for wharf units 2 and 3; E. E. Sands, City Engr.

MISCELLANEOUS ENTERPRISES

Ala., Birmingham.—Publishing.—Birmingham News Co. let contract to Evans Bros. Construction Co., Birmingham, to erect building noted in June; estimated total cost \$110,000. Address Joy & Gallup, Architects, Jefferson County Bank Bldg., Birmingham, as to sub-contracts. (Previously noted to be 4-story, brick and steel structure.)

Ala., Dothan.—Grain Elevator.—W. L. Branden & Son, Jacksonville, Fla., will build grain elevator costing \$30,000.

Ala., Jasper.—Publishing.—Mountain Eagle Publishing Co., capital \$5000, inceptd. by L. B. Musgrove, Ernest Lacy and L. S. Richardson.

Ga., Augusta.—Hardware.—Augusta Hardware Co., capital \$10,000, inceptd. by E. M. Fuller, W. T. Metz and W. E. Trowbridge.

Ga., Toccoa.—Construction.—Sheehan Construction Co., capital \$100,000, inceptd. by J. J. Sheehan and others; general construction contractor.

Ky., Louisville.—Printing.—Highland Printing Co., capital \$2000, inceptd. by Erskine M. Brooks, Henry H. Moore and Edward G. Klemm.

Mo., Charleston.—Grain Elevator.—Brown De Field Grain Co., E. Lindsay Brown, Mgr., will let contract to build grain elevator of 50,000 to 60,000 bu. capacity; cost about \$25,000; fireproof concrete construction; install equipment for fast-handling plant; unload 10 cars daily and load 10 cars.

Mo., Kirkwood.—Florist.—W. A. Rowe Floral Co., capital \$30,000, inceptd. by W. A. Rowe, Elizabeth Karbar and Minnie Rowe.

Mo., St. Louis.—Contracting.—National Contracting Co., capital \$4000, inceptd. by Otto Bollman, Jeff J. Prendergast and Randolph Laughlin.

Okl., Enid-Taxicabs.—O. K. Taxi & Baggage Co., chartered with \$5000 capital by Howell E. Harris and others.

S. C., Columbia—Construction.—Columbia Construction Co. chartered by Alan Johnmann and others.

Tenn., Knoxville—Construction.—Galley-Meyers Construction Co., capital \$25,000, chartered by D. R. Sawyer, J. J. Roberts, E. M. Wilkerson and others.

Tex., Houston—Florist.—Kuhlmann Floral Co., capital \$40,000, chartered by H. H. Kuhlstone, Jr., and M. Goode Homes.

Tex., Sherman—Fire-alarm System.—City let contract Grayson Telephone Co. of Sherman to install fire-alarm system; \$10,000 bonds noted in July as voted; T. U. Cole, Mayor.

W. Va., St. Albans—Laundry.—St. Albans Steam Laundry Co. chartered with \$6000 capital by W. E. Mohler, Edw. Doome, D. J. Smith and others.

MISCELLANEOUS FACTORIES

Ala., Birmingham—Trading Stamps.—Profit Sharing Stamp Co. chartered with \$12,000 capital; A. W. B. Johnson, Pres.; Wm. B. White, Secy.

Ala., Montgomery—Cereals.—Southern Cereal Co., capital \$10,000, inceptd. with Walter R. Brassell, Pres., and Otis F. Tutt, Secy. and Gen. Mgr.; will establish cereal factory.

Ala., Mobile—Shipyards.—Chas. W. Rapier interested in plan to establish shipyards.

Ala., Montgomery—Syrup Refinery.—Southern Syrup Co. purchased factory property; will invest \$25,000 to improve and equip for syrup refinery.

Fla., Coconut Grove—Fruit Products.—Florida Fruits Products Co., F. L. Church, Pres., will build factory to utilize cull fruits; daily capacity 25,000 boxes fruit and 75,000 to 100,000 gals. fruit juice; also manufacture syrups, jellies, etc.; install machinery costing \$7500.

Fla., Jacksonville—Shipyards.—Hillyer, Spearling & Dunn Co., capital \$200,000, organized; Chas. L. Hillyer, Pres.; W. L. Spearling, V.-P.; J. R. Dunn, Secy.-Treas.; secured 600 ft. waterfront; will build shipyards; construct schooners, barges, lighters and other wooden vessels.

Fla., Sarasota—Shipyards.—Captain Roberts will organize \$50,000 company to acquire and enlarge his shipyards.

Ga., Augusta—Oakal.—Gulf Nu-Fuel Co. (Address Edgar L. Culver, 1409 Conway Bldg., 111 W. Washington St., Chicago) advises has about completed arrangements for plants at Augusta and Columbus, Ga. (Noted in August as to establish plant to manufacture fuel from garbage, etc.)

Ga., Columbus—Oakal.—Gulf Nu-Fuel Co. (Address Edgar L. Culver, 1409 Conway Bldg., 111 W. Washington St., Chicago) will install plant to manufacture fuel from garbage and waste. (See Ga., Augusta.)

Ga., Kinderhook—Automobile Headlights.—Ivan Kelly contemplates manufacture of his patented headlights for automobiles.

Ky., Glasgow—Oil Burners.—Glasgow Oil Burner Co., capital \$1000, inceptd. by Otto Summers, C. G. Jewell and E. F. Jewell.

Ky., Glasgow—Motor Bath.—Motor Bath Co., capital \$20,000, inceptd. by Otto Summers, C. G. Jewell and E. F. Jewell.

Ky., Louisville—Dolls.—Louisville Doll Co., capital \$20,000, inceptd. with Chas. P. Weaver, Pres.; acquired building at Campbell and Jefferson Sts. and will equip to manufacture non-breakable doll heads.

Ky., Louisville—Confectionery.—Venus Confectionery Co., 834 E. Jefferson St., organized; Byron H. Boyd, Pres.; J. H. Schussler, V.-P.; Chas. P. Weaver, Secy.-Treas.; has building; will install machinery (all arranged for) to manufacture candy kisses and popcorn; machinery cost \$1500. (Lately noted inceptd., capital \$3000.)

Md., Baltimore—Cork Caps, etc.—Spanish-American Cork & Specialty Co., 221 Pennsylvania Ave., will build plant at industrial suburb.

Md., Baltimore—Macaroni.—Savarese Macaroni Co., Brooklyn, N. Y., will build at 9th St. and Baltimore & Ohio R. R.; 297 ft. long with 330x29 and 125x72 ft. wings and 70x55 ft. connecting link; 80 sq. ft. floor space; reinforced concrete skeleton frame construction; brick walls; open bldg. Sept. 11; equip with electrically-driven machinery to manufacture macaroni, spaghetti, etc.; install electric motors, presses, mixers, kneaders, etc.; consume 1000 blbs. flour daily; Geo. R. Callis, Archt., Knickerbocker Bldg., Baltimore.

Miss., Lexington—Creamery.—Lexington Co-operative Creamery (lately noted inceptd., capital \$5000, by B. N. Darnell, R. R. No. 1, and others), will install complete equipment of creamery machinery; has building. (See Machinery Wanted—Creamery Equipment.)

Mo., Kansas City—Fence Guys.—National Machine Co., Lewis Alverson, Pres., 914 Main St., will build plant to manufacture fence guys.

Mo., Kansas City—Electrical Appliances.—Zink Manufacturing Co., capital \$50,000, inceptd. by Clarence S. Zink, J. F. Cleveland and Cecil J. Zink, to manufacture current indicators and other electrical appliances.

Mo., Kansas City—Chewing Gum.—American Chicle Co., Louisville, Ky., will establish plant.

Mo., St. Louis—Confectionery.—Herz-Oakes Candy Co., 512 Locust St., let contract for improvements. (Lately noted as leasing property and to expend \$10,000 to improve for candy manufacturing.)

Mo., St. Louis—Tires.—Superior Tire & Supply Co. chartered by Victor H. Handschug and others; to manufacture tires and deal in automobile supplies.

Mo., St. Louis—Chemicals.—Falcon Chemical Co., capital \$25,000, Spencer C. Graves, Guy N. Hitchcock and William Stephenson, to manufacture chemicals for coatings of wood, metal, etc.

Mo., St. Louis—Beverage.—Anheuser-Busch Brewing Assn. will build \$2,500,000 plant to manufacture non-alcoholic beverage; 7 stories; 580x250-ft. structure; reinforced concrete construction with steel columns and brick exterior walls; flat roof; saw-tooth skylights; steel sashes and frames with wire glass lights; exterior faced with matt brick, stone and terra-cotta; 16 railway tracks in basement, each for 15 cars; lavatories; showers; lockers; recreation rooms; mechanical freight-handling equipments; 9600 ft. of tracks with capacity 240 freight cars; platforms inside tracks; install machinery for 24-hour capacity 2,000,000 pint bottles; building plans and specifications by Widmann & Walsh and Kilpstein & Rathmann; general contract by Gilsonite Construction Co. (Lately noted to build plant, etc.)

N. C., Charlotte—Automobile Bodies, etc.—Cotton States Wagon Co., Monroe, N. C., contemplates building plant to manufacture automobile bodies, wagons, etc.

N. C., Wilkesboro—Wood-pulp Plant.—Geo. D. Beason is interested in proposed establishment of pulp plant.

N. C., Wilmington—Paper.—W. H. Crocker of Old North State Pulp & Paper Co. plans to build mill for daily capacity 50 tons paper; arrange for doubling capacity in future; plans include to purchase 3000 acres timber land; issue bonds for \$1,500,000.

Okl., Checotah—Glass.—Western Flint Glass Co., capital stock \$15,000, inceptd. by Geo. J. Miller, T. G. McDaniel and Maryetta Miller. (Western Flint Glass Co. lately noted to install machinery to manufacture bottles.)

Okl., Guthrie—Chlorine.—Electrolytic Chlorine Co., chartered with \$10,000 capital by J. M. Williams and others.

Okl., Oklahoma City.—V. M. Lord Mfg. Co., chartered with \$50,000 capital by V. M. Lord and O. H. Smith.

S. C., Belton—Bearings.—Day Adjustable Bearing Co. increased capital from \$25,000 to \$50,000.

Tenn., Chattanooga—Cereal.—Chattanooga Cereal Co., capital \$150,000, inceptd. by W. D. Preston, J. C. Askew, O. R. Bryan and others; construct 120x50-ft. building; equip to manufacture cereals.

Tenn., Knoxville—Bakery.—Knoxville Bakery Co., chartered with \$10,000 capital by W. H. Sterchi, J. W. Tillery, A. T. Sawyer and others; has plant.

Tenn., Lebanon—Hardware.—Moore Stratton Hardware & Mfg. Co., capital \$20,000, inceptd. by F. C. Stratton, Tim H. Moore, J. Porter Williamson and others.

Tex., Chillicothe—Cooking Compound.—Johnson Mfg. Co., W. H. Johnson, Pres., manufactures cooking compound; daily capacity 50 cases of 24 packages per case; plant equipped; lately noted inceptd., capital \$5000. (See Machinery Wanted—Labeling Machine.)

Tex., Dallas—Storage Batteries.—Willard Storage Battery Co., capital \$20,000, inceptd. by Geo. L. Barrett, W. W. Wyneken and Noble Hine.

Tex., Fort Worth—Food Products.—Ratliff Pure Food Products Co. will erect galvanized iron factory building at 308 Arizona Ave.; cost \$3000; Z. S. Ratliff, Contr.

Tex., Houston—Milk Products.—Pure Milk Products Co., capital \$23,000, inceptd. by W. T. Inkle, P. B. McGrady and C. E. Miller.

Tex., San Antonio—Oil.—Motoroil Co., capital \$2000, inceptd. by J. F. Carl, H. O. Claywell and P. H. Swearingen, Jr.

Va., Charlottesville—Extracts.—H. E. Young & Co., Pittsburgh, Pa., are reported to build \$150,000 plant for manufacturing wood extracts.

Va., Newport News—Paint.—Duristo Paint Co. plans to enlarge factory.

W. Va., Wheeling—Automobile Supplies.—Quality Tire & Gasoline Co., capital \$25,000, inceptd. by Jas. S. Paul, M. L. McCot, Paul J. Stephens and others.

W. Va., Pennsboro—Window Glass.—Premier Window Glass Co., capital \$150,000, chartered by E. E. Wells, John B. Gates, John O. Mcbougall and others.

MOTORS AND GARAGES

Ark., Little Rock—Automobiles.—Arkansas Buick Automobile Co. chartered with \$5000 capital; E. M. Rowe, Pres.

Md., Baltimore—Automobiles.—Duryea Motors Co., Chas. E. Duryea, Pres., Weightman Bldg., Philadelphia, Pa., contemplates establishing automobile factory.

Mo., Kansas City—Garage.—Greenlease Motor Car Co. will build garage.

Mo., St. Louis—Automobiles.—Columbia Automobile Sales Co., capital \$10,000, inceptd. by Jos. Rosen, Jos. Gilliam and Theo. A. Stockhoff.

Mo., St. Louis—Automobiles.—Columbia Auto Sales Co., capital \$10,000; Joseph Rosen, Joseph Gilliam, Clarence A. Reichardt and Theo. A. Stockhoff.

N. C., Charlotte—Automobiles.—Page Motor Co., capital \$50,000, inceptd. by Thad S. Page and others.

N. C., Charlotte—Garage.—Carolina Cadillac Co., W. M. Mitchell, Mgr., plans to build large garage and service station.

Tenn., Memphis—Automobiles.—Universal Motor Car Co., inceptd. with \$5000 capital by J. M. Walker and others.

Tex., El Paso—Garage.—Cadillac Sales Co., Florence & Montanna Sts., will build garage with service station and salesroom; 130x50 ft.; red brick; cost \$3000; Jolly & Morris, Constr., El Paso. (Jolly & Morris lately noted to build garage.)

Tex., Rotan—Garage.—Western Highway Garage will erect brick garage 100x120 ft.; has let contract.

Va., Charlottesville—Garage.—Albemarle Grocery Co. let contract to E. H. Parrish Co., Box 452, Charlottesville, to erect \$1250 garage; 1500 sq. ft. floor space; install gasoline tank and pump.

Va., Charlottesville—Automobiles and Garage.—E. H. Parrish Co., Box 452, Charlottesville, received contract to erect building at E. 2d and Water Sts. for automobile supply house and garage; 2 stories; 42x82 ft.; hollow tile; cement floors; stucco exterior; composition roof; cost, including heating, plumbing, lighting and elevator, \$15,000.

Va., Covington—Garage.—Levisay Garage is having plans prepared for addition; brick; 25x110 ft.; 2 stories.

Va., Norfolk—Automobiles.—Metzger-Hamper Motor Corp. chartered with \$15,000 capital; Nathan Metzger, Pres.; Louis W. Hamper, Secy.

Va., Norfolk—Automobiles.—Brandt Motor Corp. chartered with \$25,000 capital; M. A. Brandt, Pres.

ROAD AND STREET WORK

Ala., Andalusia—Covington county voted \$100,000 bonds to construct roads. W. F. Simmons, Pres. Board of Revenue.

Ala., Birmingham—City let contract to Southern Bitulithic Co., Birmingham, for sheet asphalt paving, etc., Clairmont Ave. from Highland to 42d St., estimated cost \$22,988.50; also let contract to Dunn Construction Co., Birmingham, for paving Mountain Terrace (lately noted), estimated cost \$11,611.38; Julian Kendrick, City Engr.

Ark., Dardanelle—City, G. L. Vezey, official in charge, will expend about \$20,000 to construct sidewalks; date of opening bids not set; Engrs. Winters & Dove, Fort Smith, Ark. (Lately noted contemplating 6 mi. concrete walks.)

Ark., Newport—Jackson County Comms. plan to construct 42 mi. macadam highway from Newport to Eight Mile and from Newport to Beedville; may expend \$250,000; plans and specifications by Hugh R. Carter, State Highway Engr., Little Rock.

Ark., Osceola—Mississippi County Court plan to construct 14 mi. concrete road be-

tween Blytheville and Gosnell; estimated cost \$125,000; plans and specifications by Hugh R. Carter, State Highway Engr., Little Rock.

Ark., Pulaski Heights, P. O. Little Rock.—H. F. Auten interested in plan to form improvement district for street improvements to cost \$52,000.

D. C., Washington—Comms. Dist. of Columbia, 509 District Bldg., will pave various streets and avenues with sheet asphalt and asphalt block; bids until Sept. 19. (See Machinery Wanted—Paving.)

Fla., Arcadia—City voted \$145,000 bonds, as follows: \$80,000 street improvements, \$21,000 sanitary sewers, \$19,000 water-works extension, \$15,000 city hall; on all street improvements property owners will pay two-thirds of cost, making total expenditure about \$275,000. (Noted in Aug. to have let tentative contracts, subject to bond issue, aggregating \$234,876.70, as follows: Stidman & Hughes, Limestone, Fla., at \$145,395.40, for grading, foundations, asphalt concrete paving and concrete bridges; Fargo Construction Co., Jacksonville, at \$50,650, concrete curb, gutters and headers; Florida National Vault Co., Lakeland, Fla., at \$20,024.30 and \$18,807, respectively, sewer and water pipe extensions; Cravens & Kimmel, Engrs., Parker Bldg., Arcadia; call for bids included 158,000 sq. yds. street paving, with curb and gutter, etc.; also 2 reinforced concrete bridges, 18-ft. span.)

Fla., Daytona—City votes Oct. 10 on \$160,000 bonds to pave principal streets with grouted brick or Warrenite and to lay sewer laterals and drains throughout city. Address The Mayor. (Lately noted as contemplated.)

Ky., Barbourville—Knox County Fiscal Court, R. P. Black, Clk., asks bids until Sept. 16 to construct 2 mi. macadam road at Flat Lick, and to grade 3 mi. road between Barbourville and Artemus; F. McClure, Ch. Engr., Highway Dept. (See Machinery Wanted—Road Construction.)

Ky., Greenup—Greenup county, A. J. Cochran, County Clk., will improve State-aid roads; bids until Sept. 14; 20,000 cu. yds. excavation; 3675 cu. yds. macadam surfacing; 50 cu. yds. concrete in culverts; 5 mi. shaping. C. S. Bennett, Engr., Greenup. (See Machinery Wanted—Road Construction.)

Ky., Louisville—Board of Public Works let following contracts: K. A. Barker, \$37,000, concrete on Lyons Ave.; J. A. Cahill, \$6700, vitrified blocks on Bloom and McHenry Sts.; J. A. Cahill, \$5600, vitrified blocks on several alleys; G. W. Gosnell Co., \$1602, vitrified blocks on alley; each contractor of Louisville. (Lately noted inviting bids.)

Ky., Paducah—City, L. A. Washington, Comms. Public Works, asks bids until Sept. 21 on 27,500 sq. yds. street construction; 3 contracts; bids received on sheet asphalt, bitulithic, monolithic brick and concrete. (See Machinery Wanted—Paving.)

Ky., Tompkinsville.—J. H. Newman has contract for 3 mi. highway construction, including 12,000 cu. yds. excavation, 5000 cu. yds. rock excavation and 8552 cu. yds. crushed stone.

Ky., West Liberty.—Morgan County Fiscal Court appropriated \$2500 to grade 2½ mi. road between West Liberty and Index.

La., Lake Charles.—City will construct gravel pavement with tarvia surface, concrete curbs and gutters on roadway on east side Boulevard St. from 5th to 7th St.; Edwin F. Gayle, Pres. City School Board, receives bids until Sept. 23. (See Machinery Wanted—Paving.)

La., Monroe—Ouachita Parish let contract to Wetzel & Co., Alexandria, La., to construct gravel surfacing, concrete bridges and culverts; 185,700 cu. yds. earth; \$100,000 available; W. E. Atkinson, State Highway Engr., New Orleans, La. (Bids lately noted.)

Md., Baltimore.—State Roads Com., Garrett Bldg., invites bids until Sept. 19 for building sections of concrete shoulder on Baltimore and Washington Blvd.; 1 section of road between Church Creek and Taylor's Island, 5.25 mi., concrete or macadam, in Dorchester county; specifications, plans, etc. furnished for \$1. (See Machinery Wanted—Road Construction.)

Md., Baltimore.—Board of Awards will grade and pave with concrete cement various alleys; bids until Sept. 13; specifications, blank forms, etc., on file at office Dept. Public Improvements; R. M. Cooksey, Highways Engr. (See Machinery Wanted—Paving.)

Md., La Plata.—State Road Commission, Garrett Bldg., Baltimore, will build 4.22 mi. gravel surface road between Mason Springs and Ripley; bids until Sept. 19; specifica-

tions, blank forms, etc., on file and furnished for \$1. (See Machinery Wanted—Road Construction.)

Ms., Princess Anne.—Somerset County Comms. let contract to Ambler-Davis Co., Philadelphia, Pa., at \$109,688.56 to construct bituminous concrete road from Westover to Pocomoke; 7.51 mi. (Lately invited bids.)

Ms., Rockville.—Montgomery County, State Roads Com. in charge, let contract to Geo. B. Mullin Co., 14th and Kennedy Sts., Washington, D. C., to construct 4½ mi. bituminous macadam road; \$50,000 available; R. W. Owens, Engr. (Bids noted in July on 4½ mi. State Aid Highway, Poolesville Rd., Dawsonville to Poolesville.)

Miss., Columbus.—Road Comms., Lowndes County Dist. No. 2 let contract R. C. Searcy & Co., to construct 12 mi. roads; let another contract to Jesse L. Wells at \$17,600.

Miss., Gloster.—City will, it is rumored, call election upon \$100,000 highway bonds. Address The Mayor.

Miss., Winona.—City is reported as contemplating vote upon \$100,000 road bonds. Address The Mayor.

Mo., Tusculum.—Miller County Comms. contemplate calling election upon \$1,000,000 bonds for road construction.

Mo., Marble Hill.—Bollinger County Commissioners are reported to call election on \$100,000 road bonds.

N. C., Morganton.—Burke County Comms. ordered vote in Lovelady Township on \$50,000 bonds for road improvements; election Sept. 30; J. M. Brinkley, official in charge.

N. C., North Wilkesboro.—City let contract Hudson Constructing Co., Atlanta, Ga., for sheet asphalt and granite block paving; J. N. Ambler, Constr. Engr., Winston-Salem, N. C.; proposes \$40,000 bond issue; A. E. Spaulower, Mayor. (Lately noted inviting bids.)

N. C., Smithfield.—Johnston County, Boon Hill Township, voted \$40,000 bonds to construct roads. Address County Comms.

N. C., Southport.—Brunswick County Commissioners, J. J. Knox, Leland, N. C., Chrmn., let contract to D. A. Bennett Co., Winnabow, N. C., at \$100 per mi., to construct 9½ mi. sand-clay road in North West Township, and contract for cutting side drains, at 20 cents per cu. yd.; W. K. Allen, Supt. of Constr., Wilmington, N. C.; bids lately noted. (See Machinery Wanted—Culvert.)

Okla., Ardmore.—Carter County Comms. may call vote upon \$100,000 bonds for road construction.

Okla., McAlester.—City let contract John W. Rooks of McAlester at \$342.75 to pave First St. from Washington to Adams Ave.

Okla., Okmulgee.—Okmulgee County is reported to vote on \$1,000,000 bonds to construct roads. Address County Comms.

Okla., Tulsa.—City will construct concrete sidewalks; Frank Newkirk, City Auditor, receives bids until Sept. 14. (See Machinery Wanted—Paving.)

S. C., Chester.—City will vote on bonds for street paving; Jas. Hamilton, City Engr.; H. S. Jaudon Engineering Co., Engr., Savannah, Ga.

Tenn., Brownsville.—City, N. B. Keathley, Mayor, will issue \$25,000 bonds (voted in Aug.) for street improvements. (Noted in July.)

Tenn., Greeneville.—City, D. P. Mason, Mayor, let contract to Municipal Paving Co., Nashville, Tenn., to construct 12,663 sq. yds. paving—2 in. asphalt top on 5 in. concrete base—and 12,500 lin. ft. combined curb and gutter; C. E. Colie, Engr., 412 S. Main St. (Bids noted in Aug.)

Tenn., Newport.—City will pave 2 mi. of streets. Address The Mayor.

Tex., Bryan.—City let contract Kaw Paving Co., Topeka, Kansas, for graveling and Stegall & Jarett of Waxahachie, Tex., for curbing and guttering sections of North Washington, Robertson, Lee and other streets; cost \$50,000.

Tex., Fredericksburg.—Gillespie County Comms. ordered vote in Nov. on special tax for road construction.

Tex., Port Arthur.—City Com. let contract Eureka Construction Co. for \$200 ft. paving on Procter St. and 800 ft. on Vandervoort Blvd.; concrete base and asphalt surface; \$86,000 available. (Lately noted voting \$64,000 bonds.)

Va., Suffolk.—City let contract for bituminous repaving of East Washington St. to McGuire Construction Co., Norfolk. (Lately invited bids.)

W. Va., Madison.—Boone County Comms. ordered vote Sept. 29 on \$450,000 bonds for road construction. Elmer Nelson, Clk. County Court.

W. Va., Romney.—Hampshire county, Capon Dist., and Hardy county, Capon Dist., voted bonds to construct roads. Address County Comms.

W. Va., Summersville.—Nicholas County, Beaver Dist., defeated bonds for road improvements. (Noted in Aug. to vote on \$250,000 bonds.)

W. Va., Welch.—McDowell County Court, W. W. Whyte, Clk., will construct 40.8 mi. roads and bridges in Sandy River Dist.; bids until Sept. 16; W. J. McClaren, County Engr. (See Machinery Wanted—Road and Bridge Construction.)

SEWER CONSTRUCTION.

Ala., Birmingham.—Jefferson County Comms. contemplate letting contract within 10 days to lower 900 ft. of county sanitary sewer between Woodlawn and East Lake; sewer to be lowered 4 ft. at East Lake end; estimated cost, \$22,000; L. H. Salter, County Sanitary Engr., is preparing estimates of cost and specifications; city, according to agreement with County Board of Revenue, will lower its sewers in East Lake and Woodlawn, north of 3d Ave.; estimated cost, \$12,000 to \$15,000; Julian Kendrick, City Engr.

Fla., Arcadia.—City voted \$21,000 bonds to extend sanitary sewer system; Cravens & Kimmel, Engrs., Parker Bldg., Arcadia. Lately noted to have let tentative contract Florida National Vault Co., Lakeland, Fla., at \$20,024.30 (See Road and Street Work.)

Fla., Daytona.—City votes Oct. 10 on \$160,000 bonds to construct sewers and pave streets. Address The Mayor. (See Road and Street Work.)

Md., Baltimore.—Board of Awards will construct storm-water and sanitary sewers near fieldhouse in Clifton Park; bids until Sept. 13; plans, specifications, etc., on file at office Park Comms., Druid Hill Park; obtainable for \$10. (See Machinery Wanted—Sewer Construction.)

Miss., Crystal Springs.—City engaged Xavier A. Kramer, Magnolia, Miss., to prepare plans for sanitary sewer system.

Mo., Maplewood.—City will construct sewers for Greenwood Sewer Dist. No. 1; M. F. O'Brien, City Clerk.

Mo., Poplar Bluffs.—City proposes construction of additional storm sewer; E. C. Thomas, City Engr.

Mo., Sedalia.—City plans constructing sewage system costing \$65,000; Burns & McDonnell, Engrs., Interstate Bldg., Kansas City.

Mo., Trenton.—City will construct sewers for Dist. No. 12; M. H. Mooney, City Engr.

Okla., Altus.—City plans to construct sanitary lateral sewers; E. L. Morgan, City Clerk.

Okla., Waynoka.—City, Alva B. Simonds, Clk., voted \$50,000 bonds for city hall and sewer and water system improvements. (Noted in Aug.)

Tenn., Copperhill.—City engaged Walter G. Kirkpatrick, Birmingham, Ala., to prepare plans for water-works and sewer system, including 4 mi. mains with gravity supply and 3 mi. sewers with discharge into Ocoee river; will announce letting in Sept. (In April noted to vote on \$30,000 bonds.)

Tex., Brenham.—City will expend \$30,000 to extend sewer system; day labor; W. A. Lusk, Mayor.

Tex., Mount Pleasant.—City, J. F. Wilkerson, Mayor, will construct 2000 lin. ft. sewer, in connection with paving; open bids Sept. 18; H. S. Wilder, Engr., Mt. Pleasant. (See Machinery Wanted—Sewer Construction.)

Tex., Mount Pleasant.—City, J. F. Wilkerson, Mayor, will open bids Sept. 18 to construct lately-noted street paving, etc.; \$500 sq. yds. paving, 10 catch basins, 2500 cu. yds. excavation, 2000 lin. ft. sewer; H. S. Wilder, Engr., Mt. Pleasant. (See Machinery Wanted—Paving.)

Tex., Port Arthur.—Board of Trade interested in plan for sewers; W. H. Richardson, Secy., advises Manufacturers Record; Estimates, etc. have not been worked out; believe system will cover 104,000 lin. ft., including mains and laterals.

Va., Altavista.—City voted \$35,000 bonds for sewer system and water-works; plans to purchase plants from private corporation and expend remainder for improvements. Address The Mayor.

W. Va., Fayetteville.—Fayette County, Fayetteville Dist., issued \$600,000 bonds for road construction; J. K. McGrath, Mount Hope, W. Va., Engr.; R. J. Stegall, Clk. County Court. (Bonds noted voted in June.)

W. Va., Fayetteville.—Fayette County, Sewell Mountain Dist., issued \$175,000 bonds for road construction; T. F. Maloy, Engr.,

Landisburg, W. Va.; R. J. Stegall, Clk. County Court. (Bonds noted voted in June.)

W. Va., Fayetteville.—Fayette County, Falls Dist., issued \$175,000 bonds for road construction; T. F. Maloy, Landisburg, W. Va., Engr.; R. J. Stegall, Clk. County Court. (Bonds noted voted in June.)

W. Va., Wellsburg.—City is reported to have voted on \$55,000 bonds to construct sewers. Address The Mayor.

TELEPHONE SYSTEMS

Ala., Carrollton.—Pickens County Telephone Co., capital \$500, incptd. by M. I. Harper, Ben I. Rapport, J. M. Stapp and others.

Ga., Savannah.—Government will install telephone conduit system in Custom House; bids until Sept. 14; David C. Barrow, Jr., Custodian. (See Machinery Wanted—Telephone Conduit System.)

Tenn., Milligan.—Milligan Independent Telephone Co. chartered by C. L. Johnson, J. T. Morris and others.

TEXTILE MILLS

Fla., Titusville.—Palmetto Products.—Palmetto Products Co. let contract J. E. Eastery, Titusville, to construct plant buildings; costing \$10,000; concrete construction; two-story 120x80 ft.; one-story 88x38 ft. and 24x30-ft. drying shed.

N. C., Marion.—Print Cloth.—Cinchfield Mfg. Co. (lately noted to increase capital from \$300,000 to \$1,200,000, etc.) plans to have additional 26,000-spindle and 600-loom mill (to increase to 40,000 spindles and 1000 looms); include steam power plant with rope drive; J. E. Shirline, Archt.-Engr., Greenville, S. C.; estimates pertaining to details of machinery, supplies, etc., in charge of Hugh F. Little, Asst. Treas. (See Machinery Wanted—Cotton Mill Equipment.)

N. C., Albemarle.—Wiscasset Mills Co. will build hosiery mill; reported to erect 2-story brick structure, 100x50 ft.

N. C., High Point.—Underwear.—Standard Underwear Mills, capital \$100,000, incptd. by H. C. Kearns, Jr., O. E. Kearns and J. A. Austin.

N. C., Mooresville.—Cotton Cloth.—Mooresville Cotton Mills increased capital from \$400,000 to \$1,000,000; giving consideration to details for additional mill. (Noted in July as to build additional mill of 10,000 to 20,000 spindles, etc.)

Tenn., Chattanooga.—Underwear.—Lookout Knitting Mills will build mill to knit either underwear or hosiery; E. B. Thomason advises Manufacturers Record; Approximate cost of mill machinery, \$25,000; electric power. (Lately noted incptd. by E. B. Thomason and others.)

Tex., Post-Sheeting.—Postex Cotton Mills may double plant; from New York office, at 61 Broadway, writes to Manufacturers Record: Have not decided in regard to enlarging mill at this time.

WATER-WORKS

Fla., Arcadia.—City voted \$19,000 bonds to extend water mains; Cravens & Kimmel, Engrs., Parker Bldg., Arcadia. Lately noted to have let tentative contract to Florida National Vault Co., Lakeland, Fla., at \$18,507. (See Road and Street Work.)

Md., Brunswick.—City voted on issuing water-works bonds; Eugene Harrison, Mayor. (Noted in July as planning to increase water supply; Bird & Whitman, Engrs., 1320 Munsey Bldg., Baltimore.)

Miss., Coffeeville.—City issued \$15,000 bonds for water-works. Address The Mayor.

Mo., Sedalia.—City plans water system with filter plant. Address City Engr.

Mo., Stanberry.—City voted \$15,000 bonds for water mains. Address City Engr.

Okla., Anadarko.—City may construct water system. Address City Engr.

Okla., Bixby.—City proposes constructing water-works. Address City Engr.

S. C., Chester.—City will extend Pinckney St. water main; Jas. Hamilton, City Engr.

N. C., North Wilkesboro.—City proposes \$25,000 water-works bonds. A. E. Spaulower, Mayor.

Okla., Waynoka.—City, Alva B. Simonds, Clk., voted \$50,000 bonds for city hall and for water-works and sewer improvements. (Noted in Aug.)

S. C., Kingstree.—Board of Public Works, LeRoy Lee, Chrmn., will drill 4 or 6-in. well with capacity 100 gals. per min.; bids until Sept. 22; plans and specifications on file with J. Newton Johnston, Engr., Florence, S. C. (See Machinery Wanted—Well Drilling.)

Tenn., Copperhill.—City will have plans prepared by Walter G. Kirkpatrick, Birmingham, Ala., for sewer and water system, to include 3 mi. sewers, with discharge into Ocoee River. (In April noted to vote on \$20,000 bonds.)

Tex., Fort Worth.—City Comms. appropriated \$100,000 for water-works improvements; enlarge filtration plant, complete Lake Worth conduit, etc. F. J. Von Zuben, City Engr. City recently mentioned as contemplating vote on \$90,000 bonds to enlarge filter plant. (Lately erroneously noted as "Forth," Tex.)

Tex., Wellington.—City voted \$27,000 water-works bonds. Address City Engr.

Va., Altavista.—City voted \$35,000 bonds for water-works and sewer system; plans to purchase plants from private corporation for \$19,000 and expend remainder for improvements. Address The Mayor.

WOODWORKING PLANTS

Ala., Birmingham.—Caskets.—Birmingham Casket Co. increased capital from \$50,000 to \$100,000.

Ala., Birmingham.—Wagons.—John Price (of Louisiana) is reported planning to build wagon factory.

Fla., Jacksonville.—Crates, Covers, etc.—National Crate & Cushion Co., lately noted incptd., capital \$100,000, operates plant at Macon, Ga. (See Ga., Macon.)

Fla., Winter Haven.—Tables.—Clarence Etheridge will establish table factory.

Ga., Macon.—Crates, Covers, etc.—National Crate & Cushion Co., 683 College St., Macon, Ga., advises Manufacturers Record: Organizing to take over and enlarge business of Peck Cushion Cover Co., acquire crate factories in operation, and form selling organization for this line of goods; contemplates general office in New York; present officials temporary; no machinery needed at present. (Under Fla., Jacksonville, lately noted incptd., capital \$100,000.)

Ga., Athens.—Furniture.—Hilley Furniture Co., chartered with \$5000 capital by T. V. Hilley, W. L. Bell and W. A. Fowler.

La., Hayes.—Automobile Spokes.—Robt. A. Griedry and others acquired timber suitable for manufacturing automobile spokes; contemplate establishing factory. (See Machinery Wanted—Spoke Manufacturing.)

Miss., Columbus.—Handles.—West Point Handle & Lumber Co., West Point, Miss., contemplates building handle factory.

N. C., Goldsboro.—Virginia Box & Lumber Co., Petersburg, Va., will build box factory; W. T. Hunter, Mgr. at Goldsboro.

N. C., Oxford.—Bob Jeffries, Chase City, Va., and associates plan to build \$100,000 box factory.

N. C., West Jefferson.—Wagon and Building Materials, etc.—Hice Mfg. Co., J. W. Hice, Pres., will erect 60x250-ft. mill-construction building, with drykiln, sheds, etc.; install woodworking equipment, cost about \$10,000, to manufacture wagon and building material, textile supplies and lumber; lately noted incptd.; capital \$25,000. (See Machinery Wanted—Woodworking Machinery.)

N. C., Wilmington.—Veneer.—Atlantic Coast Veneer Co. succeeds Atlantic Coast Veneering Co. with capital increased to \$100,000.

Tex., Bay City.—Cooperage.—Magill Bros., lately noted to establish cooperage, advise Manufacturers Record they will not install plant; are interested in promoting establishment of woodworking plants, etc.

Va., West Augusta.—Oil Barrels and Boxes, Hardwood Packing Co., W. Howard Pew, Pres., New York (also Prest. Sun Oil Co.), has options on 57,000 acres timber land; will cut this timber for manufacture into oil barrels, boxes, shooks, etc.; contemplates manufacture of waste into tannic acid and similar products; construct 24-mi. railway up Calf Pasture River from Goshen to 1 mi. west of West Augusta.

FIRE DAMAGE

Ark., Arkadelphia.—T. J. Bennett's residence; loss \$6500.

Ark., Argenta.—McBride Stave Co.'s plant; loss \$5000.

Ark., Demott.—D. Kimpel's cotton gin; loss \$3000.

Ga., Pearson.—Pearson Hotel, occupied by Dr. Guest and owned by Jesse Pafford; John Newbern's store.

Ky., Murray.—D. Jeffrey's residence.

Md., Weverton.—Jos. H. Savage's distillery; loss \$50,000.

Miss., Bonita.—Preston Blank's store.

Miss., Creek.—J. D. Robinson's residence.

N. C., Yanceyville.—Mrs. Margaret J. Bradner's residence near Yanceyville; loss \$4000.

Okla., Bristow.—Bristow Garage; loss \$20,000.

Okla., Tulsa.—Hickory Coal Co.'s powerhouse; estimated loss \$10,000; Henry Adamson, mine foreman.

S. C., Columbia.—W. F. Furtick & Co.'s store.

S. C., Columbia.—Joel H. Jackson's residence; loss \$3000.

S. C., Dillon.—Holiday Sales Stables; loss on building, \$5000.

Tenn., Johnson City.—West Side Drug

Store, owned by John H. Miller and J. J. Ferguson.

Tenn., Murfreesboro.—Sam P. Black's residence.

Tex., Kingsville.—J. S. Scarborough's residence; loss \$4000.

Tex., Port Lavaca.—R. E. Davis' residence.

Tex., Refugio.—Mrs. M. T. Shelly's residence; loss \$10,000.

Tex., Victoria.—Gross Jewelry Store; loss \$15,000.

Va., Heathsville.—Seaboard Oil & Guano Co.'s plant.

W. Va., Bluefield.—Bluefield Bakery; loss \$15,000 to \$25,000.

Ky., Providence.—First Baptist Church has plans by F. J. Schlotter, Evansville, Ind. for 3 additions to building, 18x64 ft., 32x16 ft. and 32x12 ft., for Sunday-school classrooms, pastor's study, ladies' parlor and choir-rooms; brick walls; wood floors; composition and tin roof; steam heat; electric lights. Address J. G. Gist, Chrmn. Bldg. Committee. (Lately noted.)

Miss., Louisville.—Rev. J. D. Simpson will receive plans for church building.

N. C., Hendersonville.—St. James Episcopal Church will erect addition to structure. Address The Rector.

N. C., Winston-Salem.—Colored Methodist Episcopal Church will erect building in Reynolds Addition; Rev. M. W. Foster, Pastor.

Okla., Ringling.—Methodist Episcopal Church, Rev. C. C. Wilson, pastor, will erect structure.

Tenn., Springfield.—Methodist Episcopal Church South is having plans prepared by Edw. E. Dougherty and Thos. W. Gardner, Nashville, for building.

Tex., Mayfield.—Baptist Church, A. O. Bolton, J. H. Bolton, W. H. Webb, Bldg. Com., will erect building.

Tex., Oak Cliff, Station A, Dallas.—Christ Church will erect auxiliary building for gymnasium, baths, hall, kitchen, etc. Address The Pastor.

Tex., Orange.—St. Paul Episcopal Church, Rev. Sidney Dixon, Rector, will erect rectory.

Tex., Paris.—Methodist Protestant Church will erect \$8000 brick structure. Address The Pastor.

Va., Richmond.—Branch Memorial Methodist Church, Rev. J. Arthur Winn, Pastor, will erect structure.

Va., Richmond.—Grace Covenant Presbyterian Church, Rev. J. Calvin Stewart, pastor, is having plans prepared by Ferguson, Calrow & Wrenn, Virginia National Bank Bldg., Norfolk, for church, church-house and Sunday-school; brick and stone exterior; slate roof; concrete and wood floors; steam heat; cost \$35,000. (Lately noted.)

W. Va., Beckley.—Baptist Church will erect parsonage; C. C. Rose, T. E. Bibb and Will Darlington, Com.

CITY AND COUNTY

Fla., Arcadia.—City Hall.—City voted \$15,000 to erect city hall. Address The Mayor. (See Road and Street Work.)

Ga., Cartersville.—Municipal.—City, Paul Gilreath, Mayor, receives bids until Sept. 20 for labor and material, except plumbing, wiring and steamfitting, for erecting municipal building; drawing and specifications at office Edwards & Sayward, 633 Candler Bldg., Atlanta, and Mayor Gilreath.

Ky., Hickman.—Jail, etc.—City will erect jail and fire department building. Address The Mayor.

Md., Baltimore.—Comfort Station.—Board of Awards, City Hall, opened bids to erect sanitary stalls and comfort station at Richmond Market; lowest bidders, Consolidated Engineering Co., 243-255 Calvert Bldg., and J. L. Robertson, 101 W. Twenty-ninth St., both of Baltimore; fireproof; concrete floors on earth fill; steam heat; electric fixtures; Frederick Thomas, Archt., Gunther Bldg., Baltimore. (Lately noted.)

Miss., Macon.—Municipal.—City will issue \$5000 bonds to purchase and improve municipal building; Jas. G. Horton, Mayor.

Okla., Waynoka.—City Hall.—City voted \$50,000 bonds for city hall, water and electric plants. A. B. Simonds, Clk. (Previously noted.)

Tex., Navasota.—Jail.—City will erect jail; bids received until Sept. 4; H. L. Lewis, Mayor.

Tex., West—City Hall.—City is having plans prepared by Berch Easterwood, Waco, Tex., for city hall for which \$10,000 bonds were previously noted voted. Address City Clerk.

Va., Norfolk.—Market.—City has plans by B. F. Mitchell, 500 Seaboard Bank Bldg., Norfolk, for retail market; 150x280 ft.; fireproof; reinforced concrete and tile roof; electric elevator; cost \$100,000. Address Archt. (Previously noted.)

COURTHOUSES

Miss., Gulfport.—Harrison County defeated \$100,000 bond issue to erect courthouse, for which contract was previously noted let to Dabbs & Wetmore, Meridian, Miss.

Tex., Refugio.—Refugio County Comms. are reported to erect courthouse.

DWELLINGS

Ark., Little Rock.—S. E. Wiggins will erect 1-story cottage and 2-story residence; cost \$4600.

Ark., Little Rock.—Mrs. Pearl Pepin, through John P. Almand, Archt., Little Rock, is receiving bids to erect bungalow; 6 rooms; brick veneer.

D. C., Washington.—Harry A. Kite has plans by Geo. T. Santmyers, 921½ New York Ave. N. W., Washington, for two 2-story brick dwellings; cost \$7500.

D. C., Washington.—J. T. Gruver has plans by Geo. T. Santmyers, 921½ New York Ave. N. W., Washington, for 6 residences, 4501-4511 Iowa Ave. N. W.; cost \$20,000; construction by owner.

D. C., Washington.—W. W. Vaughn, 1338 4th St. N. E., will erect 2-story frame residence; cost \$3000.

Fla., Boca Ratone.—W. C. Young will erect residence on Palmetto Park Road.

Fla., Fort Lauderdale.—J. R. Bullock and W. I. Evans are building bungalow for bachelor quarters; 40x76 ft.; beamed ceilings; glazed tile fireplace; mission finish in part; built-in cabinets; 8 rooms; white enamel finish in kitchen; yellow pine in bedrooms; porches; screens.

Fla., Miami.—Carl G. Fisher will erect 5 dwellings at Belle Isle; cost about \$9000 each; August Geiger, Archt., Miami.

Fla., Miami.—Miami Ocean View Co. will erect 3 residences; hollow tile walls; wood floors; tile roofs; cost about \$6000 each; August Geiger, Archt., Miami; bids received Sept. 2.

Fla., Miami.—Carl Fisher is having plans prepared by August Geiger, Miami, for 8 residences on Alton Beach; cost about \$30,000.

Fla., Titusville.—Fred Black will erect residence.

Ga., Augusta.—J. T. Wise will erect \$4500 residence.

Ga., Atlanta.—J. H. Whisenant will erect 4 six-room bungalows; brick veneer; composition roof; wood floors; grates or warm-air furnace; cost \$2500 to \$3000 each. (Lately noted.)

Ga., Atlanta.—A. H. Bailey will erect 1-story frame residence; cost \$3500; day labor.

Ga., Atlanta.—R. C. Little has plans by Leila Ross Wilburn, 305 Peters Bldg., Atlanta, for residence; 1 story; brick veneer; composition-shingle roof; pressed-brick foundation; hardwood and cement floors; hot-air heat; electric lights; cost \$3200.

Ga., Atlanta.—J. E. DeMars will erect 1-story 6 room brick-veneer residence.

Ga., Augusta.—J. J. Dow will erect residence; cost \$4500.

Ga., Augusta.—E. B. Merry has plans by Beckley & Irvin for residence on Wolton Way; Hood's tapestry brick and hollow tile construction; slate roof.

Ga., Augusta.—Miss Annie B. Chatterler has plans by Alfonso Reveron, Dugas Bldg., Augusta, for California bungalow; 6 rooms; press brick; composition roof; plaster board; brick mantel; plumbing, heating and electric work; contract let in few days. Address Archt.

Ga., Augusta.—Mrs. Frances F. McCarty will erect residence; 2 stories; frame; cost \$3300.

Ga., Augusta.—J. F. Griffin has plans by Alfonso Reveron, Dugas Bldg., Augusta, for bungalow; 5 rooms; frame; press brick; brick mantel; composition roof; plaster and crystal plaster; plumbing and heating; electric wiring; cost about \$3000. Address Archt.

Ga., Eatonton.—Imperial Cotton Mill, R. K. Matthews, Supt., will erect 25 dwellings for employees.

Ga., Macon.—W. F. Kaderly, Gen. Supt., Georgia Southern & Florida Ry., is having plans prepared by Happ & Shelverton, Fourth Natl. Bank Bldg., Macon, for 2-story brick-veneer residence; tile roof; hardwood floors; steam heat; tile baths; tile porch; probably hardwood trim; cost \$5000.

Ga., McDonough.—J. F. Turner, Jr., will erect 1-story frame bungalow; granite foundation; shingle roof; electric lights; cost \$3000; Leila Ross Wilburn, Archt., Peters Bldg., Atlanta.

Ga., Savannah.—J. C. Doermer will erect residence.

Ga., Valdosta.—Dr. L. G. Youmans plans to erect residence.

Ky., Lexington.—L. C. McCormick has plans by J. R. Smith, Lexington, for 2 residences; 7 and 8 rooms; brick; cost \$5500.

BUILDING NEWS

BUILDINGS PROPOSED

APARTMENT-HOUSES

D. C., Washington.—W. S. Minnix, 6 Kellogg Bldg., will erect 3-story brick apartment-house; cost \$20,000.

Ga., Atlanta.—J. S. and C. R. Collins have plans by C. E. Frazier, Atlanta, for apartment-house; 3 stories; brick; cost \$30,000; day labor.

Mo., Kansas City.—Crescent Realty Co. will erect apartment-house; 2 stories; 4 suites; brick; cost \$8000.

Mo., Kansas City.—Home Investment Co. will erect three 3-story apartment-houses, 1315-1325 W. Forty-first St.; 6 suites; cost \$45,000.

Mo., St. Louis.—Moran & Leibert will erect 2 tenements at 6514-16 Berthold Ave.; cost \$6800; construction under supervision of J. N. Moran.

Mo., St. Louis.—Sam Koplar Realty Co., Fredk. H. Kreismann, Pres., will erect 5 apartment-houses on Berlin Ave. between Belt and Clara Aves.; 30 suites of 4 and 5 rooms; brick; 3 stories; fireproof; terra-cotta trim; interior finish of ivory; silver-plated fixtures; cost about \$150,000; completion about Dec. 15.

Tenn., Memphis.—Max Miller has plans by W. C. Lester, Memphis, for apartment-house; 63x122 ft.; brick and stone; Barrett roofing; joist floor construction; hot-water heat; electric lights; cost \$20,000; bids opened about Sept. 8. (Lately noted.)

Tenn., Nashville.—Bruce Douglas has plans by Edward E. Dougherty and Thos. W. Gardner, Associate Archts., Nashville, for apartment-house; 3 stories; brick; cost \$5000. (Lately noted.)

Tenn., Nashville.—Edw. E. Dougherty and Thos. W. Gardner, Nashville, prepared plans for Hillshoro Manor Apartments at 21st and Highland Ave.

Tenn., Nashville.—Edw. E. Dougherty and Thos. W. Gardner, Nashville, are preparing plans for Wedgewood Apartments.

Tenn., Nashville.—Edw. E. Dougherty and Thos. W. Gardner, Nashville, are preparing plans for Newstead Apartments at 21st and Highland Ave.

Va., Staunton.—J. H. Randol will erect apartment-house; 16 rooms; brick; gas and electric lights; garage in rear to accommodate 12 cars; cost \$4000.

W. Va., Logan.—Sheriff Don Chadin will erect 2-story brick apartment-house; 4 suites.

ASSOCIATION AND FRATERNAL

D. C., Washington.—Masonic Temple, Philip F. Lerner, Secy., 918 F St. N. W., will expend \$4300 to remodel building.

Ga., Augusta.—L. F. C. Society is having plans prepared by Alfonso Reveron, Dugas Bldg., Augusta, for theater to seat 600, office and lodge building; 2 stories; fireproof; press brick; plaster board and plaster paris decorations in theater; upper floor plastered with crystal plaster; contract let in about a week. Address Archt.

Ga., Macon.—Helmuth Hall Assn., Mrs. Chas. C. Harrold, Pres., will remodel 2 buildings for association; accommodation for 39 young women; cost \$8000.

Miss., Greenville.—B. P. O. E. Building Com. receives bids until Sept. 2, to remodel Elks' Home and build swimming pool; plans at office W. A. Stanton, Archt., Vicksburg, Miss.; J. A. Mann, Chrmn. Com. (Previously noted.)

Okla., Norman.—Norman Masonic Bldg. Assn. has plans by Ray E. Flood, Norman, for Masonic Temple; 52x50 ft.; brick; pressed tin tile roof with wooden truss;

pine floors; cost \$18,000; hot-air heat, \$800; construction by owners with day labor and superintendent, except brick work. Address E. K. Himes, Norman. (Lately noted.)

W. Va., Alderson.—A. F. & A. M. will erect temple to cost \$8000.

BANK AND OFFICE

D. C., Washington.—Affleck Realty Co., Phillip G. Affleck, Pres., 1230 14th St. N. W., will remodel and enlarge structure at 14th and U Sts. for office building; to be known as Professional Bldg.; cost \$30,000.

Fla., Titusville.—Titusville Building & Loan Assn. will erect office building.

Ga., Augusta.—North Carolina Mutual & Provident Assn. has plans by Alfonso Reveron, Dugas Bldg., Augusta, for building; 3 stories; semi-fireproof; terra-cotta trim; marble base; Ceramic and oak floors; Florentine glass; Cutler mail system. Address Architect.

Ga., Augusta.—Pilgrim Health & Life Insurance Co. has plans by Alfonso Reveron, Dugas Bldg., Augusta, for building; brick; 2 stories and basement; concrete foundation; press brick; terra-cotta finish; marble base; composition roof; fireproof vaults; mail device; electric wiring; cost \$15,000, including equipment.

Ga., Augusta.—L. F. C. Society is having plans prepared for office, theater and lodge building. (See Association and Fraternal.)

Ga., Macon.—Citizens' Natl. Bank is having plans prepared by Happ & Shelverton, Fourth Natl. Bank Bldg., Macon, to remodel interior; mezzanine floor; marble fixtures, etc.

Mo., Kansas City.—Columbia Steel Tank Co. is reported to erect 5-story office building.

Okla., Tulsa.—Sinclair Oil & Refining Corp., H. F. Sinclair, Pres., has plans by Clarence K. Birdsall, Kansas City, Mo., for 8-story office building; reinforced concrete; 70x140 ft.; white terra-cotta facing; cost about \$500,000. (Lately noted.)

S. C., Saluda.—Bank of Saluda, H. P. Corwith, Pres., will erect bank building.

Tenn., Springfield.—Springfield Natl. Bank is having plans prepared by Edw. E. Dougherty and Thos. W. Gardner, Nashville, for bank building.

Va., Newport News.—First Natl. Bank, J. A. Willett, Cash., opened bids to improve and erect 2 additional stories to bank; Harwood & Moss, Newport News, are lowest bidders for construction; Geo. W. Muller Bank Fixture Co., Atlanta, low bidder for furniture and fixtures.

Va., Norfolk.—J. H. Cofer will remodel building at 438-38 Granby St. to be occupied by Chas. M. Stieff Piano Co.; front; passenger and freight elevators; electric fixtures; heating plant, etc.

CHURCHES

Ala., Montgomery.—First Congregational Church (colored), Rev. E. E. Scott, pastor, will erect building; brick and stone; cost \$10,000.

Ala., Tusculum.—Salem Church, near Tusculum, is erecting building. Address The Pastor.

Fla., Avon Park.—Avon Park Methodist Episcopal Church South has plans by Bryan & Poteet, Lakeland, Fla., for church and Sunday-school; 42x56 ft.; concrete basement; brick walls; natural Trinidad asphalt, felt and gravel roof; cement and wood floors; X-ray indirect electric lighting; work let by sub-contracts. Address T. J. McGinnis. (Lately noted.)

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Ky., Louisville.—Pearl Bowman will erect 2 frame residences; cost \$4000.

Ky., Louisville.—Paul Lehr will erect brick residence; cost \$3000.

Ky., Louisville.—L. Jacobson will erect four frame cottages; cost \$3400.

Ky., Louisville.—J. J. Steinberger will erect brick-veneer dwelling; cost \$3000.

Ky., Louisville.—E. R. Moore will erect three frame residences; cost \$2000.

La., Alexandria.—Walter Hill and R. M. Hetherwick acquired 10 acres of land and will erect number of residences.

Md., Baltimore.—S. T. Edel, 1223 Harford Ave., has plans by E. L. Palmer, Jr., Munsey Bldg., Baltimore, for residence at Guilford; brick; slate roof; hot-water heat; bids opened Sept. 7.

Md., Baltimore.—Acme Building Co., 512 Equitable Bldg., will erect about 60 dwellings on Orem tract, on Bryan, Whittier, Parkwood, Morris Ave., Pennsylvania, Monday and Orem Aves. and Auchenorol Terrace; 3 stories; brick; hardwood floors; slag roof; electric lights; hot-water heat; Stanislaus Russell, Archt., 2900 Clifton Ave., Baltimore; construction under separate contracts.

Md., Baltimore.—George Yeatman has plans by Edw. L. Palmer, Jr., Munsey Bldg., Baltimore, for nine 2 1/2-story dwellings in Guilford; 24x35.10 ft.; cost \$40,000; construction by owner.

Mo., Kansas City.—E. W. Hayes will erect two 2-story stucco-veneer residences; cost \$3000.

Mo., Kansas City.—L. H. Jennings will erect 2-story stone-veneer dwellings; cost \$3000.

Mo., Kansas City.—H. W. Rittinger will erect residence; 2 stories; brick veneer; cost \$3000.

Mo., Kansas City.—J. O. Schwaner will erect 2-story frame residence; cost \$4600.

Mo., Kansas City.—A. M. Brunn will erect 2-story stucco-veneer dwellings; cost \$3500.

Mo., Kansas City.—William Frazier will erect residence; 2 stories; brick veneer; cost \$4000.

Mo., Kansas City.—Amos T. Fisher will erect 2-story stucco-veneer dwelling; cost \$3000.

Mo., Kansas City.—O. O. Concannon will erect 3 residences; 1 story; stucco; cost \$4200.

Mo., Kansas City.—Zorn Building & Investment Co. will erect 2-story stucco-veneer duplex dwelling; cost \$7000.

Mo., Kansas City.—Samuel W. Moore has plans by John Van Brunt, Kansas City, for residence in Rockhill; pink stucco; red tile roof; native stone terrace; small fountain in center of terrace wall; living-room 20x30 ft.; Italian style.

Mo., St. Louis.—Henry Rausendorf will erect eight 6-room bungalows in Oakland Terrace.

Mo., St. Louis.—Henry Dilschneider will erect 5 residences on Oakland Ave.

N. C., Charlotte.—C. E. Lambeth has plans by Willard G. Rogers, 502 Trust Bldg., Charlotte, for residence; frame; slate roof; wood joist floors; Honeywell hot-water heating system; electric lights; cost \$10,000; date opening bids not set. Address Archt.

N. C., Charlotte.—Walter Lambeth has plans by Willard G. Rogers, 502 Trust Bldg., Charlotte, for residence; frame; slate roof; wood joist floors; Honeywell hot-water heating system; electric lights; cost \$10,000; date opening bids not set. Address Archt.

N. C., Dunn.—J. D. Barnes will erect brick veneer residence.

N. C., Gastonia.—R. C. McLean will erect 12-room residence on New Hope Road.

N. C., Goldsboro.—B. G. Thompson has plans by Willard G. Rogers, 502 Trust Bldg., Charlotte, N. C., for residence; 2 stories; brick; tile roof; wood and tile floors; Honeywell or vapor heating plant; electric lights; cost \$25,000 to \$30,000; date opening bids not set; address Archt. (See Machinery Wanted—Tile; Interior Finish.)

N. C., Raleigh.—A. F. Guirkin will erect 4 residences; cost about \$8000.

N. C., Rocky Mount.—R. M. Wilson has plans by Lelia Ross Wilburn, 305 Peters Bldg., Atlanta, for residence; 1 story; frame; press-brick foundation; shingle roof; cement porch floor; hardwood floors; electric lights; steam heat; cost \$3500.

S. C., Charleston.—Dr. Joseph Maybank, 41 Meeting St., receives bids until Sept. 9 to erect residence; plans and specifications at office Todd, Simons & Todd, Archts., 63 Broad St., Charleston.

S. C., Charleston.—Edward J. Murphy has plans by Lelia Ross Wilburn, Peters Bldg., Atlanta, for residence; 2 stories; frame; press-brick foundation; electric lights; hot-air heat; cost \$3850.

S. C., Greenwood.—Mrs. Annie Chapman will erect \$3000 residence.

S. C., Greenville.—J. Walter Moon has plans by S. D. Trowbridge, Grant Bldg., Atlanta, for residence; 1 1/2 stories; brick-veneer; limestone trim; red composition tile roof; rift-pine floors; electric fixtures; tile mantels; cost \$5500; day labor.

S. C., Greenville.—Dr. W. B. Simmons has plans by S. D. Trowbridge, Grant Bldg., Atlanta, for residence; brick veneer; hardwood floors; electric fixtures; cost \$5000; day labor.

Tenn., Knoxville.—S. G. Harrell will erect frame dwelling; cost \$3500.

Tenn., Memphis.—W. F. Gordon will erect two 1-story 6-room frame and stucco residences; cost \$4000.

Tenn., Murfreesboro.—Andrew L. Todd will erect residence on Manchester Rd.

Tenn., Nashville.—Marvis McFerrin is having plans prepared by Marr & Holman, Nashville, for \$5000 residence.

Tenn., Nashville.—A. P. Ottarson is having plans prepared by Marr & Holman, Nashville, for remodeling residence; cost \$2500.

Tex., Dallas.—Ed. Tarver will erect 2-story, 8-room, frame residence; cost \$5000.

Tex., Dallas.—E. L. Sturm will erect 7-room frame cottage; cost \$4000.

Tex., Dallas.—J. A. Traylor will erect six 2-story frame dwellings at 3020 South Boulevard, 4915 East Side, 4835-4839 Junius St., 812-1014 Zang Blvd.; cost \$23,000.

Tex., Dallas.—J. L. D. Blevans will erect 2-story, 10-room frame residence; cost \$5000.

Tex., Dallas.—N. M. Harper will erect five 6-room frame cottages at 5620 Tremont St., 5010-5014-5018-5022 San Jacinto St.; cost \$2850.

Tex., Dallas.—S. A. Lynch will erect 10-room and two 16-room 2-story frame residences at 3710 Cedar Springs St., 2922 S. Boulevard, 4916 East Side; cost \$11,500.

Tex., El Paso.—C. N. Bassett, V. P. State National Bank, purchased site and will erect residence in Austin Ter.

Tex., Paris.—G. W. Newberry will erect residence; also milking shed 30x130 ft.; cement floor; capacity 50 cows.

Tex., Paris.—W. F. Moore will erect residence; 2 stories; frame; cost \$4500.

Tex., Paris.—G. W. Smiley will erect 2-story frame dwelling; cost \$5300.

Tex., San Antonio.—R. A. Gregory will erect 5-room dwelling; cost \$3000.

Tex., San Antonio.—J. N. Crasilek will erect 8 room residence; cost \$3600.

Va., Petersburg.—Frank Hobbs of Leonard Hardware Co. is having plans prepared by Ferguson, Calrow & Wrenn, Va. Natl. Bank Bldg., Norfolk, and Mechanics' Bldg., Petersburg, for residence; 2 stories and basement; 35x50 ft.; brick and wood; slate roof; wood joist floors; hot-water heat; cost \$8000; plans in market in 10 or 15 days.

Va., Richmond.—Miss Marion Lucas will erect 2-story brick dwelling; cost \$4400.

GOVERNMENT AND STATE

Miss., Gulfport.—Fair.—Centennial Exposition Commrs. are having plans prepared by P. J. Krouse, Meridian, Miss., for exhibit buildings at East Beach. (Lately noted.)

W. Va., Buckhannon.—Postoffice.—Treasury Dept., Jas. A. Wetmore, Act. Supervising Archt., Washington, D. C., receives bids until Oct. 12 to erect postoffice; drawings and specifications at office custodian at site and Mr. Wetmore as above.

HOSPITALS, SANITARIUMS, ETC.

Md., Baltimore.—Johns Hopkins Hospital will erect additional floor to Phipps Dispensary building for tuberculosis clinic; Archer & Allen, Archts., Central Savings Bank Bldg., Baltimore.

Md., Baltimore.—Johns Hopkins Hospital has plans by Joseph Evans Sperry, 409 Calvert Bldg., Baltimore, for improvements and erection of restroom; following contractors are estimating: Henry Smith & Sons Co., German and Light Sts.; Benjamin F. Bennett Building Co., 123 S. Howard St.; Gladfelter & Chambers, 729 Roland Ave.; Edward Brady & Sons, 1111-1113 Cathedral St.; Morrow Bros., Fidelity Bldg.; all of Baltimore.

Miss., Charleston.—Lamb-Fish Lumber Co. will erect hospital; 24 beds; private rooms, etc.

N. C., Asheville.—Mrs. J. P. Runyan and H. H. Kirby, Southern Trust Bldg., will

erect addition of 2 wards to St. Luke's Hospital; work begins about Sept. 15.

Okla., Ardmore.—J. B. White is preparing plans for hospital building; brick and wood; composition roof; tile, concrete and wood floors; cost \$50,000. (Walter Hardy previously noted to erect \$50,000 addition to Hardy Hospital.)

Va., Richmond.—Memorial Hospital is having plans prepared by Noland & Baskerville, Richmond, for hospital, to include negro hospital, 6 stories, of which 1 1/2 stories for operating rooms; nurses home, 5 stories; accommodations for 108; Dooley pavilion for contagious diseases, etc.; total cost \$230,000. (Previously noted.)

HOTELS

Fla., Fort Pierce.—New Fort Pierce Hotel Co., F. G. McMullen, Pres., has plans by F. H. Trimble, Fellsme, Fla., for hotel; 35 rooms; brick; hot and cold water in all rooms; also remodel and repaint main portion of old hotel, containing 26 rooms; cost \$21,500. (Lately noted.)

Fla., St. Petersburg.—N. C. Williams Co. is interested in erection of 150 to 200-room fireproof hotel.

N. C., Winston.—J. J. Stevenson has plans by Willard G. Rogers, 502 Trust Bldg., Charlotte, N. C., for hotel; 64x107 ft.; 8 stories and basement; reinforced concrete and steel; composition over concrete roof; reinforced concrete floors; hollow tile walls; Warren Webster heating plant; electric lights; 3-way prism vault lights; 3 electric elevators; cost \$100,000; date opening bids not set. Address Archt.

N. C., Greensboro.—A. H. Galloway, Winston-Salem, N. C.; E. P. Wharton, R. G. Vaughn, G. S. Ferguson and B. H. Merrimon, all of Greensboro, are committee to consider building plans for erecting hotel on Guilford Hotel site.

Okla., Chickasha.—Z. L. McFarland & Son will erect hotel at 2d St. and Chickasha Ave.; 4 or 5 stories; about 75 rooms, 35 to have private baths; telephone, hot and cold water, steam heat, etc. in all rooms; elevator; vacuum cleaning apparatus; 50-ft. tiled lobby; shower baths; cost about \$50,000; completion by Jan. 1.

S. C., Charleston.—Charleston Hotel Co. will expend \$10,000 to remodel building.

MISCELLANEOUS

Fla., Lakeland.—Clubhouse.—Lakeland Golf Association, Evening Telegram Bldg., plans to erect clubhouse; construction begins in about 60 days; initial cost \$4000.

Fla., St. Petersburg.—Clubhouse.—St. Petersburg Yacht Club, F. C. Carley, Commodore, is having plans prepared by Geo. W. Stewart, St. Petersburg, for clubhouse; lower floor 68x52 ft.; upper story 40x52 ft.; porches on all sides; porte cochere on 2 sides; hollow tile construction for outer walls; entire ground floor encaustic or mission tile; porch floors cement tile; red composition slate roof; vacuum steam heat; electric lights and call bells; gas for cooking; antique copper and bronze finish for hardware for doors, windows, etc.; cost of building proper \$15,000. (Lately noted.)

Fla., Tampa.—Clubhouse.—Circulo Cubano, Dr. A. J. Kohley, Pres., has plans by Bonfoey & Elliott, Tampa, for clubhouse; 90x140 ft.; cream brick or stucco; 3 stories; basement for gymnasium and swimming pool; third floor for dance hall; theater and auditorium in rear first floor; bowling alley; overhead track around wall of gymnasium; cost \$55,000. (Noted in Jan.)

Ga., Macon.—Lodge and Pavilion.—Emory Winship has plans by Nisbet, Brown & Dunwoody, Grand Bldg., Macon, for combined lodge and recreation pavilion; hewn logs and hewn timbers; dance hall 30x45 ft.; shower baths; private lighting plant.

Ga., Swainsboro.—Hall.—W. O. Sanders will erect building for store and hall. (See Stores.)

Okla., Oklahoma City.—Home.—Salvation Army will erect 2-story brick building; cost about \$8000; C. F. Robinson can probably give information.

Tenn., Nashville.—Stable and Garage.—H. G. Hill Grocery Co. is having plans prepared by Marr & Holman, Nashville, for stable and garage; cost \$10,000.

Tex., Dallas.—Clubhouse.—J. W. Blanton, C. M. Wheeler, J. D. Van Winkle and others will erect "Hermitage," combination of country club, sportsmen's club, restaurant and summer camp; rustic style; ball-room; lounging room, verandas; log cabins and camps along shores; electric lights; natural gas; fountains; walks; bowling alleys, tennis and croquet courts.

Tex., Orange.—Bathhouses.—O. R. Sholard, C. L. Hannah and James Pearce are reported to construct bath houses and wharves at mouth of Sabine River.

Tex., Paris.—Sled.—G. W. Newberry will erect milking shed. (See Dwellings.)

Va., Chase City.—Clubhouse.—Mecklenburg Medicinal Water Corporation abandoned plan to erect clubhouse, for which Pritchett & Henderson, Danville, Va., are architects. (Previously noted.)

Va., Suffolk.—Clubhouse.—Laurel Cliff Country Club organized; J. H. Corlitt, Pres.; G. L. Hame, V. P.; L. P. Holland, Secy.; A. H. Hargrave, Treas.; will erect clubhouse and bathhouse; provide golf course and tennis courts; construct bridge across river; cost \$25,000.

Tex., Skidmore.—Lumber Yard.—H. R. Michalke will erect store and lumber yard. (See Stores.)

RAILWAY STATIONS, SHEDS, ETC.

Ga., Athens.—Georgia R. R., C. A. Wickersham, Gen. Mgr., Augusta, Ga., will erect temporary freight depot and warehouse; iron construction; later erect permanent depot of brick, steel and stone.

Va., Norfolk.—Chesapeake & Ohio Ry., F. I. Cabell, Ch. Engr., has plans by B. F. Mitchell, 500 Seaboard Bank Bldg., Norfolk, for pier and warehouse; reinforced concrete; 60x400 ft.; gravel roof and floor; 3 electric elevators; cost \$110,000. Address Archt.

SCHOOLS

Ark., Helena.—School Trustees will soon let contract to erect \$20,000 addition to high school in West Helena.

Ark., Little Rock.—City, Chas. E. Taylor, Mayor, acquired site and will erect Junior High School.

Ark., Omaha.—School Board will erect brick high school; cost \$16,000.

Fla., De Land.—Board of Public Instruction of Volusia County receives bids until Sept. 25 to erect school at Rick and Clara Aves., 178x85 ft.; brick walls; wood or concrete floors; 5-ply built up roof; cost \$50,000; steam heat, \$2500; Francis M. Miller, Archt., De Land; construction begins Oct. 1. Address architect. (Lately noted.)

Fla., Miami.—Dade County Board of Public Instruction is having plans prepared by E. A. Nolan, Miami, for \$10,000 school in Perrine Dist.

Ga., Augusta.—Laney Institute has plans by Alfonso Reveron, Dugas Bldg., Augusta, for addition to main building; frame; brick foundation; metal shingles; heating, plumbing and electric wiring. Address architect. (Lately noted.)

Ga., Empire.—Empire School Dist. will erect brick high school. Address Dist. School Trustees.

Ga., Fitzgerald.—City has plans by Jas. J. Baldwin, Anderson, S. C., for two schools; 64x167 ft.; 1-story; brick veneer; metal shingle roofs; wood floors; stoves at present; cost \$12,000 each; bids opened Sept. 6. (Lately noted.)

Ky., Berea.—Berea College is having plans prepared by Garber & Woodward, 2803 Union Central Bldg., Cincinnati, for 3-story fireproof dormitory. (Previously noted.)

La., Rosedale.—School Dist. No. 3 plans to levy tax to acquire Shady Grove property and repair and equip for school; Jos. Wilbert, Pres., School Board for Iberville Parish, Plaquemine, La.

La., St. Joseph.—Thos. M. Wade, Supt. Board of Education, will receive bids to erect 2-room school on Loanland Plantation in Seventh Ward; 22x44 ft.; brick; plans and specifications on file at office School Board; School Board furnishes material.

Md., Baltimore.—Johns Hopkins Hospital will erect School of Public Health on Wolfe St.; cost about \$200,000; construction probably begins in four or five months; Archer & Allen, Archts., 32 Central Savings Bank Bldg., Baltimore.

Miss., Anding.—Anding Consolidated School Dist. has plans by T. E. Broadway for school; G. M. Manor, Secy. Board of Trustees.

Miss., Enid.—Tallahatchie County Supvrs., Charleston, Miss., will issue \$6012.50 bonds to erect and equip school in Enid Consolidated School Dist.; D. S. Henderson, Chancery Clerk, Charleston.

Miss., Marshall.—City plans to issue \$21,800 bonds to improve high school. Address The Mayor.

Mo., Milan.—Milan School Dist. voted \$15,000 high-school building bonds. Address Dist. School Trustees.

N. C., Albemarle.—Albemarle Normal & Industrial Institute is considering erecting dormitory to cost about \$20,000.

N. C., Salisbury.—City, W. H. Woodson, Mayor, receives bids until Sept. 15 to erect schools at Chestnut Hill and on N. Main St.; plans and specifications from Mayor, City Clk. and City Engr.

Okla., Alva.—Alva School Dist. voted \$75,000 bonds to erect high school; G. M. Lisk, Clerk. (Lately noted.)

Okla., Bartlesville.—City votes Nov. 7 on \$100,000 bonds to erect school; F. E. Thurman, Clk. Board of Education. (Lately noted.)

Okla., Tulsa.—County School Board will not erect building in Dist. No. 4, but will repair present structure. (Lately noted.)

S. C., Conway.—Burrheads High School will erect lately-noted addition to building; 3 stories; 38x60 ft.; brick; cypress shingle roof; wood floors; city lighting; heat from present plant; cost \$4500; bids opened Sept. 1. Address G. B. Girkins, Conway. (See Machinery Wanted—Desks; Blackboards; Plumbing.)

S. C., Friendfield.—Hebron School Dist. will erect school; bids received by W. J. Wilkins & Co., Archts., Florence, S. C., until Sept. 4.

S. C., Furman.—W. P. Ellis, Chrmn. Trustees, receives bids until Sept. 7 to erect brick-veneer school; 6 classrooms, auditorium and basement; composition shingle roof; pine floors; furnace heating and ventilating; gas lighting; cost \$7500; separate bids for heating and ventilating; plans and specifications at office Hicks & Harper, Archts., Florence, S. C., and Mr. Ellis.

S. C., Spartanburg.—Tyger River, Walnut Grove, part of Stone and Gentry School Dist., vote Sept. 11 on tax to erect school; J. J. Finch, O. W. Harrison, J. P. Vice, Trustees. (Lately noted.)

Tenn., Murfreesboro.—City, G. B. Giltner, Mayor, votes Sept. 25 on \$75,000 bonds to erect and equip high school and 2 grammar schools. (Lately noted.)

Tenn., Nashville.—Board of Education, William Nelson, Chrmn. Com., receives bids until Sept. 29 to erect Warner School; 80x25 ft.; brick; wood joists; stone trimmings; Barrett specification roof; double floors; wired for outside current; cost about \$80,000; steam heat, \$8000; plans and specifications at office Asmus & Norton, Archts., 634 Stahlman Bldg., Nashville. (Lately noted.)

Tex., Dallas.—St. Mary's College will erect 2-story brick school; cost \$12,600.

Tex., Dallas.—St. Mary's College, Rev. Alexander Garrett, Prest., has plans by Hubbell & Greene, Dallas, for school building; 9 classrooms; 2 stories; brick; cost \$12,600. (Noted in June.)

Tex., Fliskville.—School Trustees receive bids through Dennis R. Walsh, Archt., 408 Littlefield Bldg., Austin, Tex., until Sept. 10, to erect 2-room frame school; plans and specifications at office Mr. Walsh as above.

Tex., Mayfield.—Mayfield School Dist. voted \$3000 bonds to erect school. Address Dist. School Trustees.

W. Va., Flatwoods.—Board of Education, W. B. Golden, Secy., will erect graded and high school; 72x50 ft.; frame; concrete and brick basement; tin roof; oak floors; steam heat; gas lighting; cost \$7000; Will F. Davis, Archt., Sutton, W. Va.; bids opened Sept. 2; construction begins Sept. 10. (Lately noted.)

W. Va., Martinsburg.—Board of Education has plans by C. E. Kent, Martinsburg, and receives bids until Sept. 11 to erect school; 60x75 ft.; brick; slate roof; wood floors; direct steam heat; cost \$15,000; construction begins Sept. 20. Address W. A. Pitzer, Martinsburg. (Lately noted.)

W. Va., Metz.—Board of Education of Mannington Dist., A. L. Thomas, Secy., Mannington, has plans by C. H. Snyder, Fairmont, W. Va., for brick school.

STORES

Ark., Little Rock.—Stewart-McGehee Construction Co. will erect 2-story brick building, 415 Main St.; cost \$15,000.

Ark., Little Rock.—F. B. T. Hollenberg will erect 3-story brick building at Capitol Ave. and Scott St.; Mann & Stern, Archts., Little Rock.

Ga., Macon.—Chas. H. Hall, Jr., is having plans prepared by Nisbet, Brown & Dunwoody, Grand Bldg., Macon, to remodel and erect addition to store; new front; concrete floor in basement; brick construction.

Ga., Milledgeville.—E. E. Bass will erect store building; 34x107 ft.; basement 34x123

ft.; brick; concrete roof; reinforced concrete and wood floors; glass vault lights; cost \$6000; plans and construction by owner; most of material purchased. (Lately noted.)

Ga., Swainsboro.—W. O. Sanders will erect 2-story building; 32x72 ft.; store on first floor; hall above.

N. C., Pittsboro.—J. W. Griffin and W. L. Farrell will erect store and office building.

N. C., Winston-Salem.—H. G. Chatham will erect 3-story business building; brick or concrete; completion by Jan. 1.

Okla., Ringling.—J. W. Gardner, Mena, Ark., abandoned plan to erect business building for present. (Lately noted.)

Okla., Frederick.—Wm. Wittmeyer, Minden, Mo., will erect 1-story brick business building; 30x100 ft.

Okla., Frederick.—Frederick Hardware Co. will erect store building; brick; 54½x140 ft.; 1 story.

Okla., Tulsa.—Bass Furniture & Carpet Co. is having plans prepared for store building; 50x150 ft.; 3 stories and basement; cost \$30,000. (Lately noted.)

S. C., Charleston.—Edgar Sasportas will erect addition to building at 8 S. Battery; cost \$8000.

Tenn., Nashville.—Standard Property Co. will erect brick and concrete building, 209 6th Ave.; cost \$35,000.

Tex., Dallas.—Central Real Estate Co. will erect two 1-story brick buildings at 401 N. Ervay St. and 500 N. Harwood St.; cost \$22,000.

Tex., Ennis.—C. B. Pittman will erect store building; 100x115 ft.; brick walls; metal ceiling 16 ft. high; Carey roof; cement floors; electric wiring; cement sidewalks; cost \$12,500; plans and construction by owner. (Lately noted.)

Tex., Houston.—H. B. Jackson will erect \$4000 store building.

Tex., Paris.—W. G. Freese, (Rees & Jones, Agents), will erect brick store to be occupied by F. W. Woolworth Co., New York; 3 stories.

Tex., Skidmore.—H. R. Michalke will erect store and lumber yard to replace structure lately noted damaged by fire; probably tile construction; cement floors.

Tex., Sweetwater.—Moore & Crumble will erect brick business building.

Va., Petersburg.—Stockell-Myers Hardware Co. is having plans prepared by Ferguson, Calow & Wrenn, Va. Natl. Bank Bldg., Norfolk, and Mechanics Bldg., Petersburg, for store building; 56x150 ft.; 3 stories and basement; brick and reinforced concrete; steam heat; 1 passenger and 1 freight elevator; cost \$25,000; plans in market in about 10 days. (Lately noted.)

Va., Pulaski.—Jacob Lenowitz will erect business block.

THEATERS

Fla., Tampa.—Circulo Cubano will erect clubhouse to contain theater and auditorium in rear. (See Miscellaneous.)

Ga., Augusta.—L. F. C. Society is having plans prepared for theater, office and lodge building. (See Association and Fraternal.)

Ga., Moultrie.—R. J. Corbett will soon let contract to erect \$40,000 theater.

Tenn., Nashville.—John Kreech is having plans prepared by Asmus & Norton, Nashville, for moving-picture theater.

Va., Radford.—W. R. Roberts, Jr., will erect theater; 30x130 ft.

Va., Richmond.—R. Francione will convert hotel into moving-picture theater; cost \$4000.

WAREHOUSES

Ky., Lebanon.—Luther Burns, Springfield, Ky., is reported to erect tobacco warehouse.

Ky., Lexington.—W. L. Petty, Prest. Lexington Bonded Storage Warehouse Co., will erect warehouse; brick and steel; capacity, 5000 hogsheds.

Ky., Louisville.—Mengel Box Co. will erect addition to iron-clad warehouse; 130x120 ft.; 4 stories; cost \$30,000; completion by Jan. 10.

La., Bell City.—North American Land & Timber Co. will erect warehouse; 200x50 ft.; mill construction; covered with corrugated iron; cost \$5000; construction under supervision of Albert Parent, Mgr., Indian Bayou Canal.

S. C., Laurens.—Owings & Owings Co. will erect warehouse.

Va., Norfolk.—Southgate Terminal Corporation has plans by B. F. Mitchell, 500 Seaboard Bank Bldg., Norfolk, for warehouse; 128x170 ft.; reinforced concrete; gravel roof; reinforced concrete floors; electric elevators; cost \$90,000. Address Archt. (Lately noted under Stores.)

BUILDING CONTRACTS AWARDED

APARTMENT-HOUSES

D. C., Washington.—M. O. Bull let contract to erect store and apartment building. (See Stores.)

D. C., Washington.—Chas. E. Banes has plans by Geo. T. Santmyers, 921½ New York Ave. N. W., and let contract to J. P. Mills & Bro., 904 Shepherd St. N. W., both of Washington, to erect brick apartment-house; cost \$6000.

D. C., Washington.—Cora V. Lange let contract to Hight & Co., 2358 Massachusetts Ave. N. W., Washington, to erect 4-story brick apartment-house; cost \$35,000.

Ga., Augusta.—Clark Greir, Augusta, general contractor to erect \$4500 apartment-house for P. Newman, let following subcontracts: Carpenter work, etc., Col. Reese; electric wiring, Augusta Electric Supply Co.; Plumbing, Lee-Campbell Plumbing Co.; painting, Louis Cecilia; plastering, Wesley Dixie; lumber and millwork, Perkins Door & Sash Co.; all of Augusta; Alfonso Reveron, Archt., Dugas Bldg., Augusta. (Lately noted.)

Mo., St. Louis.—Walter Jones, 4130 Farlin Ave., let contract to J. W. Jones, St. Louis, to erect 3 single flats at 4207-09-11 Kossuth St.; 24x54 ft.; brick and stone; tar and gravel roof; oak floors; cost \$5000 each; heating, \$450 each; Gerhard Becker, Archt., St. Louis. Address owner. (See Machinery Wanted—Heating Plants.)

Mo., St. Louis.—Michael Nestor is reported to have let contract to F. Arnold & Son, St. Louis, to erect 2-story flat building at 4247-51 Norfolk Ave.; cost about \$7500.

W. Va., Huntington.—W. E. Degans and T. J. Noonan let contract to erect store and apartment building. (See Stores.)

ASSOCIATION AND FRATERNAL

Ark., Searcy.—Chas. E. Caldwell let contract to erect office building and lodge hall. (See Bank and Office.)

BANK AND OFFICE

Ark., Searcy.—Chas. E. Caldwell let contract to T. E. Henderson to erect 2-story office building and lodge hall; cost \$12,000.

Ga., Macon.—American National Bank let contract to improve first floor of Commercial National Bank Bldg.; elevator entrance and enclosures, the floor, etc.; the contract let to Cassini Bros., Macon; P. E. Dennis, architect, Macon.

Tenn., Nashville.—Standard Property Co. let contract to Foster-Creighton Co., Nashville, to erect store and office building; 3 stories; fireproof; cost \$35,000.

Tex., Beaumont.—W. T. Carter & Co., Houston, let contract to Herman Weber, Beaumont, to erect 2-story fireproof office building and brick and concrete lumber yard, 120x250 ft.; cost \$30,000; will organize W. T. Carter Lumber & Building Co. to own and operate yards. (Lately noted.)

Tex., Dallas.—E. O. Tenison & Sons let contract to H. J. Curtis, Dallas, to erect bank building at 1105-07 Main St.; 2 stories and basement; 50x100 ft.; fireproof; Italian type; exterior base of polished gray granite; above base, glazed mat finish; statuary bronze doors and frames; electric fixtures, tablets and window grills; heating system; vacuum cleaning plant; reinforced concrete floors; marble wainscoting; marble columns; marble, bronze and mahogany fixtures; burglar-proof manganese vaults, designed by Mosler Safe Co., Hamilton, Ohio; cost \$40,000; C. D. Hill & Co., Archts., Sumpter Bldg., Dallas.

Va., Covington.—Covington National Bank let contract to E. H. Parrish Co., Box 452, Charlottesville, Va., to erect lately-noted bank and office building; 40x60 ft.; fireproof; composition roof; marble, tile, composition and cement floors; cost \$30,000. Address contractor. (See Machinery Wanted—Hoist.)

CHURCHES

Ala., Loxley.—J. S. Burns, Loxley, has contract to erect church building.

Ark., Pine Bluff.—Presbyterian Church let contract to J. W. Hopper, 300 Laurel St., Pine Bluff, to erect Sunday-school building; 40x80 ft.; concrete; granite foundation; brick walls; pine floors; cost \$13,000; Fred Kraessig, Archt., 318 Citizens' Bank Bldg., Pine Bluff. (Lately noted.)

Fla., Miami.—First Baptist Church has plans by J. M. McMichael, Charlotte, N. C., and let contract to St. John Construction Co., Miami, to erect building; concrete and

brick veneer; tile roof; steel and wood floors; cost \$75,000. (Lately noted.)

Ga., Augusta.—St. Paul's Church let contract to C. B. Holley, Augusta, to erect building; brick; slate roof; cement or tile roof; steam or gas heat; cost \$50,000; electric lights, \$800; H. T. E. Wendell, Archt., Augusta. (Lately noted.)

Md., Catonsville.—St. Timothy's Church let contract to Willard E. Harn Co., 213 N. Calvert St., Baltimore, to erect additional choirrooms; about 40x16 ft.; stone; slate roof; wood floors; hot-water heat; electric lights; Laurence H. Fowler, Archt., 347 N. Charles St., Baltimore. (Lately noted.)

N. C., Belmont.—Allen Street Baptist Church, Rev. R. D. Carroll, Pastor, let contract to J. D. Stroupe, 301 Realty Bldg., Charlotte, N. C., to erect Sunday-school building; 50x60 ft.; 3 stories; brick; slate roof; wood floors; cost \$7500; hot-air heat, \$600. (Lately noted.)

N. C., Charlotte.—First Presbyterian Church let contract to Blythe & Isenhour, Charlotte, to erect Sunday-school building; Gothic style; 7 departments; memorial window, 6x12 ft.; cost \$35,000; J. M. McMichael, Archt., Charlotte. (Lately noted.)

S. C., Springfield.—Bank of Springfield let contract to erect bank building; 28x70 ft.; brick and metal; gravel roof; tile and wood floors; electric lights; cost \$6000; F. E. Stiefel, Archt., Aiken, S. C. (Lately noted.)

Tex., Galveston.—Broadway Baptist Church let contract to J. R. Holden, 34th St. and Ave. L, Galveston, to erect building; 65x81 ft.; pitch roof with octagon dome; inclined floor; heating and lighting not determined; cost \$25,000; L. S. Green, Archt., Galveston. (Previously noted.)

Tex., Henrietta.—First Methodist Episcopal Church let contract to Baker Bros., Bowie, Tex., to erect building; brick, tile and concrete; composition roof; hot-air heat; electric lights; cost \$23,000; Geo. Burnett, Archt., Waco, Tex.

W. Va., Charleston.—Baptist Temple let contract to W. A. Abbott & Bro., Charleston, to erect church building at Stop Seven; cost \$3000.

CITY AND COUNTY

Fla., Miami.—Jail.—Dade County Commrs. let contract at \$7500 to Wolf & Ewing, Miami, to alter and erect addition to jail and at \$30,840 to Pauly Jail Bldg. Co., St. Louis, for furnishing and installing cells; concrete construction; metal shingle roof; concrete floors; August Geiger, Archt., Miami. (Lately noted.)

Ga., Savannah.—Auditorium.—Auditorium Commission let contract to West Virginia Clay Products Co., Charleston, W. Va., John N. Davis, local representative, for 100,000 light-gray bricks for auditorium, for which White Granite Construction Co., Richmond, Va., has general contract at \$112,000; structure will be 114x165 ft.; brick; limestone trim; 3 stories; green slate roof; vapor vacuum heat; seating capacity 3000; Henrik Wallin and Arthur F. Comer, Asso. Archts., Savannah. (Other contracts lately noted.)

COURTHOUSES

Tex., Paris.—Lamar County Commrs. let contract to Buchanan & Gilder, Fort Worth, to erect courthouse; 100x100 ft.; fireproof; reinforced concrete; composition roof; reinforced concrete floors; low pressure gravity heat; cost about \$150,000; Sanguinetti & Staats, Archts., Fort Worth; Barry & Smith, Asso. Archts., Paris; completion by July 1, 1917. (Lately noted.)

DWELLINGS

Ala., Anniston.—D. J. L. Winkle let contract to J. W. McClurkin, Anniston, to erect 2 residences; mill construction; cost \$4400; Lockwood & Poundstone, Archts., Anniston.

D. C., Washington.—L. A. Clarke, 10th St. Wharf S. W., let contract to Bolling & Todd, 205 District National Bank Bldg., Washington, to erect dwelling; 35x55 ft.; 3 stories; brick; slate or tile roof; wood floors; electric lights; cost \$15,000; vapor heat, about \$1600; James Cooper, Archt., Corcoran Bldg., Washington. (Lately noted.)

D. C., Washington.—Allen S. Wolfe, Union Savings Bank Bldg., let contract to H. G. Smithy, 721 Thirteenth St. N. W., Washington, to erect residence; 8 rooms and 2 baths; brick; slate roof; wood floors; hot-water heat; cost \$6500; C. L. Harding, Archt., Woodward Bldg., Washington.

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D. C., Washington.—Holtman & Waggener let contract to W. E. Mooney, 565 Evans Bldg., Washington, to erect 4 dwellings, 18x36 ft., and 2 dwellings, 20x36 ft.; brick; slag roof; wood floors; hot-water heat; gas lights; concrete sidewalks; cost \$17,780; Geo. W. Montgomery, Archt. (Lately noted.)

Fla., Fort Myers.—R. W. Randall let contract to W. R. Burrell, Fort Myers, to erect lately-noted residence; 34x62 ft.; wood and brick; amalgamated strip shingles; quarter sawed pine floors; cost \$6500; Francis J. Kennard, Archt., Tampa, Fla. Address owner. (See Machinery Wanted—Hardware; Electric Fixtures.)

Fla., Sarasota.—I. R. Burns let contract to Howard & Wrend, Sarasota, to erect 3 dwellings at Palmer Ave. & Park St.; 30x36 ft.; 2 stories; mill construction; composition shingle roof; yellow pine floors; city electric lights; cost \$3000 each; H. N. Hall, Archt., Sarasota. (Lately noted.)

Ga., Atlanta.—Mrs. M. F. Merriam let contract to F. H. Turnipseed, Atlanta, to erect residence; Arthur Neal Robinson, Archt., Candler Bldg., Atlanta.

Ga., Augusta.—John Sancken let contract to Lawrence Construction Co., Augusta, to erect \$5000 residence.

Ga., Augusta.—W. T. Kaigler let following contracts to erect residence: Mill and lumber, Woodward Lumber Co.; brick, Georgia-Carolina Brick Co.; plaster and sand, A. H. McDaniel; brick labor and plaster, W. H. Hall; roofing, Albert Campbell; painting, Louis Cecilia; all of Augusta; carpenter work, day labor; Alford Reveron, Archt., Dugas Bldg., Augusta.

Ga., Cordele.—O. T. Gower let contract to H. A. Gralinger, Atlanta, to erect residence; 2 stories; brick veneer; press brick; granite trim; fireproof roof; oak floors; birch doors; tiled porches, kitchen and bathrooms; cost \$10,000; T. F. Lockwood, Archt., Murrah Bldg., Columbus, Ga.

Ga., Macon.—Dr. P. G. Gates let contract to F. M. Marshall, Macon, to erect residence; 2 stories; brick veneer; hardwood floors; tile work; cost \$3400; P. E. Dennis, Archt., American Natl. Bank Bldg., Macon.

Ga., Moultrie.—M. H. Stuart let contract to G. W. Milligan, Moultrie, to erect residence; 2 stories; frame, granite trim; red cedar shingles; hardwood floors; tiled baths; furnace heat; cost \$7000; T. F. Lockwood, Archt., Murrah Bldg., Columbus.

Ga., Savannah.—Wilbur M. Coney let contract to Savannah Realty & Investment Corporation, Savannah, to erect residence; shingle exterior; slate roof; 10 rooms and 3 baths; cost \$5000; E. Lynn Drummond, Archt., Savannah.

Ga., Savannah.—E. C. Daniels let contract to Skeffington & White, Savannah, to erect \$5000 residence.

Ga., Savannah.—J. B. Martin closed contract for erection of residence for account of M. B. Nichols.

Ga., Savannah.—Mrs. G. S. White let contract to Skeffington & White, Savannah, to erect residence.

Ga., Savannah.—Jacob Pinkusshon let contract to Savannah Realty Investment Corporation, Savannah, to erect dwelling; 8 rooms; shingle exterior; hardwood floors; cost \$10,000; E. Lynn Drummond, Archt., Savannah.

Md., Baltimore.—John S. Sutton, 1213 N. Caroline St., let contract to A. Schratke to erect residence on Mayfield Ave. near Kenly Ave., 2½ stories; brick; 30½x26½ ft.; cost \$5000.

Md., Baltimore.—H. D. Eldman let contract to Wm. E. Bonds, 2212 Eldsore St., Baltimore, to erect block of 2-story dwellings on School St.; brick; cost about \$6000; also for 1-story addition to dwellings at 2102-2104 Pennsylvania Ave.; cost \$3000 to \$4000; F. F. Beall, Archt., 396 St. Paul St., Baltimore. (Lately noted.)

Miss., Greenwood.—S. G. Wilson has plans by and let contract to May & Beeman, Greenwood, to erect three 6-room residences; frame; shingle roof; cost about \$5000. (Lately noted.)

Mo., St. Louis.—R. A. Burns is reported to have let contract to Bush-Burns Realty Co., St. Louis, to erect bungalow residence; cost \$4000.

N. C., Beaufort County.—M. W. Nissen and Panego Farm Co. let contract to M. A. Haney, Winston-Salem, to erect about 12 bungalows in Beaufort County.

S. C., Anderson.—Builders Lumber & Supply Co., Anderson, has contract to erect 40 bungalows in mill village.

S. C., Fort Mill.—Fort Mill Manufacturing

Co. let contract to Fort Mill Lumber Co. to construct 25 cottages for operatives.

Tenn., Memphis.—R. Galloway is reported to have let contract to F. L. Smith to erect 1-story 6-room frame and stucco residence; cost \$3400.

Tenn., Memphis.—Saul Isenberg let contract to erect store and residence. (See Stores.)

Tenn., Memphis.—G. W. Guntl is reported to have let contract to Duncan Moncrief, Memphis, to erect 8 additional rooms to building 1076 Breedlove St.; cost \$3000.

W. Va., Cabin Creek.—Consolidated Coal & Mining Co., Charleston, W. Va., let contract to Tom Story to erect 40 cottages; 4 rooms; hardwood floors, etc.

GOVERNMENT AND STATE

D. C., Washington.—Department of Labor.—P. F. Gormley Co., Union Trust Bldg., Washington, general contractor to erect office building for Department of Labor at \$430,000, let following sub-contracts: Excavation, G. B. Mullin Co.; steel, Barber & Ross; painting, W. A. Thomas; marble, etc., American Mosaic Co.; brickwork, Wm. J. McClure; fireproofing, etc., National Fireproofing Co.; concrete, Kennedy-Campbell Co.; slag roof, Warren-Ehret Co.; plumbing, heating and electrical work, Standard Engineering Co.; galvanized iron cornice, etc., Wolfstener Co.; stone work, McLeod Stone Co., all of Washington; ornamental iron, Stoller & Cook Co., New York; ornamental terra-cotta, O. W. Ketcham, Philadelphia; millwork, Hyde-Murphy Co., Ridgeway, Pa.; plans by Milburn, Heister & Co., 710 Fourteenth St., N. W., Washington, call for 9-story structure; 92x113 ft.; steel frame; fireproof; electric lights and elevators; steam heat. (Lately noted.)

D. C., Washington.—Department of Justice.—Harry Wardman and Thomas Bones, 1430 K St. N. W., let following sub-contracts for erection of building for Department of Justice: Heating, D. D. Condon; millwork, Geo. M. Barker; plumbing, Wm. T. Powell; hardware, Kraemer & Duehring; elevators, Otis Elevator Co.; marble, McNeilly & Pettis, all of Washington; plans by R. B. Redington, 1430 K St. N. W., call for 8-story structure; 148x145 ft.; 11,000 sq. ft. floor space on each floor; reinforced concrete construction; exterior Indiana limestone and tapestry brick; concrete slag roof; tile and marble floors; steam heat; electric lights; vacuum cleaning system; 3 electric elevators; cost \$300,000. (Lately noted.)

Tex., Austin.—Barn.—State let contract to James Waterson, Austin, to erect cow barn at State Lunatic Asylum; brick and galvanized iron; galvanized-iron roof; concrete floors; cost \$10,000; C. H. Page & Bro., Archts., Austin. Address Contr. (Lately noted.)

HOSPITALS, SANITARIUMS, ETC.

Ga., Bainbridge.—Drs. Chason & Chason let contract to Richardson Engineering Co., Atlanta, to erect hospital; ordinary construction; 2 stories; brick; hardwood floors except tile hall, operating and sterilizing room floors; Horace B. Hammond, Archt., Candler Bldg., Atlanta. (Lately noted.)

La., Shreveport.—Highland Sanitarium, Dr. T. P. Lloyd, Pres., let contract to Stewart-McGehee Construction Co., Little Rock, Ark., to erect sanitarium; 4 stories; tapestry brick for first floor; white stucco above; fireproof; roof garden; hot and cold water in each room; fire doors and fire escapes; cost \$85,000; Clarence W. King, Archt., Shreveport. (Lately noted.)

Tenn., Memphis.—C. C. Pasby, City Clk., City Hall, let contract to R. F. Creson, Memphis, to alter and erect additions to Nurses' Home of City Hospital; stucco; 12 additional bedrooms and assembly hall; 3 stories; remodel old building of 9 rooms; Jones & Furbinger, Archts., Porter Bldg., Memphis. (Lately noted.)

Va., Roanoke.—Lewis-Gale Hospital let contract to J. F. Barbour & Sons, Roanoke, to erect hospital; 84x75 ft. and wings; stone and brick; terrazzo and wood floors; slag and slate roof; vapor heat; cost \$40,000; lighting, \$3000; H. M. Miller, Archt., Roanoke. Address contractors. (Lately noted.)

HOTELS

Fla., Avon Park.—Scenic Highlands Hotel Co. let contract to Charles Pabor, Avon Park, to remodel and erect addition to hotel; 54x112 ft.; 3 stories; mill construction; composition roof; electric lights; cost \$8000; steam heat, about \$500; day labor; Bryant & Potet, Archts., 11-12 Hardin Bldg., Lakeland, Fla. (Lately noted.)

Fla., Leesburg.—Lacey House let contract to Mr. Jarrett, Umatilla, Fla., to erect 10-room addition.

MISCELLANEOUS

Fla., Cay Colobus Key.—Clubhouse.—Carl G. Fisher, Miami, Fla., let contract to St. Johns Construction Co., Miami, to erect clubhouse; 2 stories; 64x80 ft.; wood and native rock; shingle roof; wood floors; cost \$12,000; electric lights generated with gas engine, \$3000; August Geiger, Archt., Miami. (Lately noted.)

Fla., Fort Worth.—Restaurant.—J. M. Dunn let contract to James Strain, Fort Worth, to repair restaurant; cost \$4000.

N. C., Hickory.—Fair.—Catawba Fair Association, W. J. Shuford, Pres., let contract to J. H. Elliott, Hickory, to erect municipal building, 40x36 ft.; cattle barn, 32x105 ft.; horse barn, 32x60 ft.; all structures 1 story; frame; Q. E. Herman, Archt., Hickory. (Lately noted.)

Okla., Oklahoma City.—Fair.—Oklahoma State Fair and Exposition let contract to Lisle-Dunning Construction Co., Oklahoma City, to erect grandstand; 400x50 ft.; reinforced concrete; steel roof; concrete floors; cost \$30,000. (Lately noted.)

Tex., Beaumont.—Lumber Yards.—W. T. Carter & Bro. let contract to construct lumber yard, etc. (See Bank and Office.)

RAILWAY STATIONS, SHEDS, ETC.

Ga., Tifton.—Georgia Southern & Florida Ry., J. A. Griffin, Engr. M. W. & S., Macon, Ga., and Atlantic Coast Line R. R., J. E. Willoughby, Ch. Engr., Wilmington, N. C., let contract to Little & Phillips, Cordele, Ga., to erect union station; frontage 144 ft.; brick; concrete paving and curbing; cost \$25,000. (Lately noted.)

SCHOOLS

Ark., Van Buren.—Rena Rural Special School Dist. let contract to R. L. Payne, Fort Smith, Ark., to erect school with offices and auditorium on second floor; 2 stories; 3 classrooms, 23x32 ft., on ground floor; frame stucco; cedar shingle roof; wood floors; cost \$7000; A. Klingensmith, Archt., Fort Smith. (Lately noted.)

Fla., Bartow.—Board of Public Instruction let contract at \$16,007.07 to R. E. Lee, Fort Meade, Fla., to erect school; 74x87 ft.; brick; Johns-Manville roof; wood floor; steam heat; electric lights; W. H. Carr, Archt., Leesburg, Fla. (Lately noted.)

Ga., Atlanta.—Greek Orthodox Church let contract to erect school building; brick veneer; limestone trim; tar and gravel roof; cost \$3000; school equipment purchased; S. D. Trowbridge, Archt., Grant Bldg., Atlanta.

Miss., Kiln.—Kiln Consolidated School Dist. Trustees let contract at \$5358 to A. J. Vick to erect school; 50x100 ft.; frame; steam heat; Raymond B. Spencer, Archt., 205 New Millsapp Bldg., Jackson, Miss. (Lately noted.)

Miss., Overt.—Trustees let contract to W. P. Ferguson, Overt, to erect school; 60x68 ft.; 1 story; frame; asphalt composition slate roof; wood floors; flues; cost \$2800; W. P. Craft, Archt., Ellisville, Miss. (Lately noted.)

N. C., Asheville.—City let contract to Longest & Tessler Co., Greensboro, N. C., to erect high school; 205x145 ft.; reinforced concrete frame; brick and tile walls; built-up composition roof; terra-cotta tile floors, with reinforced joists and top; conduit wiring for city lighting; cost \$165,346; W. H. Lord, Archt., Asheville. (Lately noted.)

N. C., Asheville.—Merchant & Boyles, Asheville, general contractors to erect West Asheville school, let following sub-contracts: Plumbing, J. R. Rich Co.; sheet metal work, T. P. Johnson & Co.; framing rough lumber, W. H. Westall & Co., all of Asheville; asbestos roofing, G. G. Ray & Co., Charlotte, N. C.; millwork, Knoxville Lumber & Mfg. Co., Knoxville, Tenn.; brick, Asheville Brick & Tile Co., Fletcher, N. C.; plans by C. C. Hook, Charlotte, N. C., call for 2-story and basement structure; auditorium to seat 600; 14 classrooms; brick; asbestos built-up roof; black gum floors; electric lights; cost \$30,000. (Lately noted.)

N. C., Dunn.—School Board let contract to Robert Tucker, Wilmington, N. C., to erect school near Shady Grove Church; 2 stories; 7 classrooms and auditorium; cost \$6000.

Okla., Lawrence.—School Board let contract to Reinhardt & Donovan, Oklahoma City, to erect school 40x70 ft.; steel and concrete construction and roof; concrete floors; cost \$3000; 2 Smith furnaces, \$250; Bailey & Bailey, Archts., Oklahoma City.

Tex., Atlas.—School Dist. No. 27 let contract to King & Parker, P. O. Box 122, Paris, Tex., to erect school; 46x72 ft.; frame; cedar shingle roof; frame flooring; cost \$3500; Smyth heating system, \$261; Page Bros. & Griggs, Archts. Address Contrs. (Lately noted.)

Tex., College Station.—Agricultural and Mechanical College of Texas let contract to McKenzie Construction Co., San Antonio, to erect building for making hog cholera serum; tile with brick veneer; semi-fireproof; wood doors, sash and frames; concrete, tar and gravel roof; reinforced concrete floors; cost \$20,000; steam heat from central plant (radiators and traps omitted for present), \$1230; electricity from central station, \$498; Prof. R. Aderberger, Archt., Dept. of Architecture of college. (Lately noted.)

Tex., Yorktown.—Yorktown Independent School Board let contract to H. A. Schoenfeld, San Antonio, to erect addition to high school; 4 rooms; brick walls; wood interior; cost \$9000; hot-air heat, \$800; L. Harrington Co., Archt., San Antonio. (Lately noted.)

W. Va., Barboursville.—School Board has plans by and let contract to S. V. Anderson, Barboursville, to erect addition to school; 4 rooms; brick; tin roof; wood floors; gas heat; electric lights; cost \$4500. (Previously noted.)

W. Va., Blue Jay.—Shady Springs Dist. Bd. of Education let contract to W. L. Lilly, Flat Top, W. Va., to erect 4-room school.

STORES

Ala., Mobile.—Elchold estate let contract to Jett Muths Contracting Co., Mobile, to repair building at Dauphin and Commerce Sts.

D. C., Washington.—M. O. Bull, 2101 Rhode Island Ave. N. E., let contract to Walter Vaughn, 401 Barrister Bldg., Baltimore, to erect store and apartment building; 20x50 ft.; brick; slag roof; wood floors; hot-water heat; electric lights; cost \$5180; Merrill T. Vaughn, Archt., 237 Twenty-fifth St., N. E., Washington. (Lately noted.)

Fla., Titusville.—J. W. Scally, Lakeland, Fla., let contract to J. H. Morgan, Titusville, to erect commercial building; 81x50 ft.; 1 story; 4 stores; plate glass and pressed brick front; reinforced concrete side and rear walls; Carey flexible cement roof; wood floors; electric lighting from city plant; cost \$4000; Bryan & Potet, Archts., Lakeland. (Lately noted.)

Ga., Atlanta.—Marcus & Holley let contract to Chas. W. Bernhardt, Atlanta, to repair building at 77 Peachtree St.; cost \$5000.

Ga., Atlanta.—Chamberlin Johnson Dubose Co. has plans by Morgan & Dillon and let contract to Guide & Co., both of Atlanta, to erect \$150,000 building on Whitehall St. (Previously noted.)

La., Jennings.—Felix Simon let contract to Knapp & East, to erect business building; brick; cost \$7000.

Tenn., Memphis.—Ellis-Jones Co. is reported to have let contract to E. Abele, Memphis, to remodel building at N. Court St.; cost \$3000.

Tenn., Memphis.—Saul Isenberg let contract to S. Malkin to erect 2-story 6-room brick store and dwelling; cost \$4000.

Va., Charlottesville.—McCrory Store Corp., 621 Broadway, New York, let contract to E. H. Parrish Co., Box 452, Charlottesville, to remodel 2 store buildings, providing store-room 46x100 ft.; metal ceiling; contract includes remodeling storeroom complete, plumbing, heating, lighting, sidewalk at front; cost \$15,000.

W. Va., Huntington.—W. E. Deegans and T. J. Noonan have plans by and let contract to J. E. Berry, Huntington, to erect store and apartment building; 40x70 ft.; pressed brick; hollow tile partitions; concrete floors; to contain 2 storerooms and 2 apartments; cost \$10,000.

W. Va., Logan.—Geo. L. Aldredge will erect store and apartment building; 3 stories; 125x55 ft.; 6 stores on lower floor; 12 suites above; electric lights; gas; native stone exterior; let contract to Pete Minotti, Logan, for excavation and stone work.

THEATERS

Ky., Paducah.—Desberger Amusement Co. let contract to Gus Lockwood, Paducah, to remodel building for moving-picture theater; steam heat; cost \$3000; D. Harry Jamieson, Archt., Paducah. (Lately noted.)

WAREHOUSES

Ky., Lexington.—Van Deren Hardware Co. let contract to S. F. McCormick Lumber Co., Lexington, to erect warehouse; 5 stories; 100x110 ft.; brick; mill construction. (Lately noted.)

MACHINERY, PROPOSALS AND SUPPLIES WANTED

Manufacturers and others in need of machinery or supplies of any kind are requested to consult our advertising columns, and if they cannot find just what they wish, if they will send us particulars as to the kind of machinery or supplies needed we will make their wants known free of cost, and in this way secure the attention of manufacturers and dealers throughout the country. The Manufacturers Record has received during the week the following particulars as to machinery and supplies wanted.

"WANTS"

Aluminum, etc.—Carlos E. Rodriguez, Medellin, Colombia.—To represent manufacturers of sheet aluminum; from 1 to 1½ and from 1½ to 2 millimeters thick, in sheets 70x100 centimeters (28x40 in.), (1 mm.—4-100 and 2 mm.—8-100 of inch); metal to be suitable for small boxes; also wants to buy cotton and linen goods for making collars, buttons, thread for sewing and other purposes, material for making shirts, chemises, etc.

Batting Mill Equipment.—Tupelo Fibre Co., A. C. Beane, Prest., Tupelo, Miss.—Data and prices on batting mill equipment.

Battleships, etc.—Navy Dept., Washington, D. C.—Bids until Oct. 25 to construct by contract 4 battleships (Nos. 45-48); 4 scout cruisers (Nos. 4-7); 20 torpedo boat destroyers (Nos. 75-94); and 29 submarines (Nos. 78-106); information circulars are ready for distribution; proposal forms, etc. obtainable on application to Dept., W. S. Benson, Acting Secy.

Belting.—See Flour Mill Machinery.—J. M. Monger.

Blackboards.—G. B. Girkins, Conway, S. C.—Prices on blackboards for \$4500 addition to school.

Bridge and Trestle.—Broward County Commrs., Frank A. Bryan, Chk., Fort Lauderdale, Fla.—Will open bids Sept. 13 to construct steel swing draw bridge and 900 ft. timber highway trestle, connecting town of Fort Lauderdale with ocean beach; H. C. Davis, Engr., Fort Lauderdale.

Boilers (Tubular).—Lenox Saw Mill Co., Lenox, Ky.—Prices on three 72x18, 150 H. P. horizontal tubular boilers, with stacks and Dutch oven settings. State condition.

Boilers and Engines.—John G. Duncan Co., 308 W. Jackson Ave., Knoxville, Tenn.—100 H. locomotive or Scotch marine second-hand boiler; also 150 H. or 125 H. Scotch marine, first-class, and safe at 125 lbs. working pressure; interested in lists of boilers and engines, especially quotations on 100 to 125 H. P. first-class second-hand slide-valve engine, and 65-75 H. slide-valve engine; also price on 50 H. locomotive boiler for 100-25 lbs. working pressure.

Boilers.—Chas. J. Geohagan, 1 N. 20th St., Birmingham, Ala.—Two 150 H. P. horizontal tubular boilers; 120 bs. steam.

Boiler.—See Woodworking Machinery.—Hice Mfg. Co.

Boiler (Steam).—See Creamery Equipment.—Stephen T. Burwell.

Bridge Construction.—Giles County Commrs., Pearisburg, Va.—Bids until Sept. 12 to build 872 ft. steel bridge across New River; specifications on file at office of County Clerk and of State Highway Commrs., Richmond.

Bridge Construction.—Thos. J. Killian, Road and Bridge Commr., Perryville, Mo.—Bids until Sept. 25 to construct steel bridge 42 ft. long and 12 ft. wide, with concrete floor, on concrete abutments and earth fills for approaches over Lick Creek on Birmingham Rd., about 2½ mi. south of Altenburg; county to furnish steel for superstructure f. o. b. Wittenberg; contractor to transport steel to bridge site and furnish other material; steel bridge 56 ft. long and 14 ft. wide, with wood joist and floor on tubular piers filled with concrete with wood approach 14 ft. long to each end, supported at outside ends by concrete abutments and with earth fills for approaches over main drainage ditch on Perry and Belgique Rd., 2 mi. southwest of Belgique; also wood bridge 18 ft. long and 12 ft. wide over branch on Dry Bone Rd.; plans and specifications on file with County Clerk and Thos. J. Killian, Road and Bridge Commr.

Bridge Construction.—Jackson County Commrs., W. D. McLain, County Judge, Newport, Ark.—Bids until Sept. 11 to construct trestle bridge 900 ft. long and 12 ft. wide across Cache River on Grubbs and Welner Rd. near Grubbs; plans and specifications on file with Clerk County Court.

Bridge Construction.—Monroe County Board of Revenue, I. B. Slaughter, Chrmn.,

Monroeville, Ala.—Bids until Oct. 3 to construct 80-ft. steel-concrete or reinforced concrete span with about 300 ft. wooden pile approaches across Little River; information obtainable from C. E. Barker, County Engr.

Bridge Repairs.—State Roads Commission, Garrett Bldg., Baltimore, Md.—Bids until Sept. 19 to repair bridge over Patapsco River on Reisterstown Rd. between Baltimore and Carroll counties, and bridge over Conchoague River on State highway.

Brush (Fiber) Machinery.—Franklin F. Davis, Engr. and Machinery Sales Agt., Export Terminals, Talleyrand Ave. and Jessie St., Jacksonville, Fla.—Data and prices on fiber brush machine to put fiber in the wood block; block holes about ¼ in. diam.

Buckets (Metal).—A. Horwitz, Box 536, Greensboro, N. C.—Correspondence with manufacturers, with view to placing order for making patented bucket; will furnish description.

Buckram.—Rudolf Zucker, 6 Red Cross St., London, England.—Buckram for ladies' hat shapes; firms in position to supply should state lowest prices f. o. b. nearest American port, giving fullest particulars regarding width of material, piece length, and time required for execution of orders; also state approximate weight for stated quantity.

Building Materials.—Alfonso Reveron, Archt. and Engr., Dugas Bldg., Augusta, Ga.—Catalogues, samples and prices on materials for moving-picture theater.

Button Machines and Buttons.—J. M. Linthicum, 104 Center St., Keyser, W. Va.—Address of manufacturers of thumb button machines and buttons as used on gloves, pocketbooks, belts, etc.

Cars.—Easton Machinery Co., Drake Bldg., Easton, Pa.—Slide-dump cars; 24 in. gauge; 2 tons capacity; second-hand.

Cars (Quarry).—Roy C. Whayne Supply Co., 318 W. Main St., Louisville, Ky.—2 to 3-ton bottom or side dump 36-in. gauge quarry cars; describe, giving location and price.

Carding (Wool) Machines.—San Antonio Machine & Supply Co., San Antonio, Tex.—To correspond with manufacturers of wool carding machines.

Cement, Sand and Stone.—Sautary Engineering Co., Charlotte, N. C.—Prices on cement, sand and stone. (Has contract for sewer-disposal plant, Greenville, S. C.)

Concrete Construction (Monolith, Wall and Posts).—See Fencing, etc.—New York Monuments Com., Lewis R. Stegman, Chrmn.

Concrete Roundhouses (Railway).—Joaquin 2a Sta. Teresa No. 44, City of Mexico, Mexico.—To correspond with contractors relative to construction 30 roundhouses, 24 stalls each, for Mexican railways; wants specifications, materials, construction, etc., arranged for; payment gold.

Condenser.—Bureau Supplies and Accounts, Navy Dept., Washington, D. C.—Bids until Sept. 19 for delivering surface condenser at Naval Academy, Annapolis. Apply for proposals to navy pay office, Baltimore, or to Bureau.

Cotton Gln Equipment.—J. M. Monger, R. F. D. No. 1, Carthage, N. C.—Prices on cotton gln machinery.

Cotton Machinery.—San Antonio Machine & Supply Co., San Antonio, Tex.—Data and prices on machinery to clean and prepare cotton for medicinal purposes.

Cotton Mill Equipment.—Hugh F. Little, Asst. Treas. Clinchfield Mfg. Co., Marion, N. C.—Consider estimates pertaining to details of machinery, supplies, etc., for 26,000-spindle and 600-loom mill (to increase to 40,000 spindles and 1000 looms); steam power plant; rope drive; J. E. Sirrine, Archt.-Engr., Greenville, S. C.

Crane (Locomotive).—C. O. Bartlett & Snow Co., Cleveland, O.—Locomotive crane.

Cranes (Electric).—Barber & Ross, 11th & G Sts., N. W., Washington, D. C.—Inter-

ested (not yet ready to purchase) in prices on electric cranes; 60-ft. span; 285-ft. run; 220 volts, 10 tons; 72-ft. span, 350-ft. run, 220 volts, 5 to 7½ tons.

Crane.—Easton Machinery Co., Drake Bldg., Easton, Pa.—10 to 30 ton electric crane; 220-volt, D. C.; about 48 ft. 6 in.; second-hand.

Culvert.—Brunswick County Commrs., J. J. Knox, Leland, N. C., Chrmn.—Prices on culvert, (to be used in road construction, cost about \$10,000, North West Township, D. A. Bennett, Winnabow, N. C., Contr.)

Creamery Equipment.—Stephen T. Burwell, Lexington Co-operative Creamery, Lexington, Miss.—Bids until Sept. 6 on complete creamery equipment, including refrigerating machinery and steam boiler.

Culverts (Concrete).—See Road Construction.—Greenup County.

Desks.—G. B. Girkins, Conway, S. C.—Prices on desks for 3-story addition to school.

Drainage.—Commrs. Rileys Drainage Dist., Greenwood County, Greenwood, S. C.—Bids until Sept. 19 to dredge Turkey, Mulberry and Mars creeks; about 13 mi. ditches 14 to 24 ft. at bottom, with ¼ to 1-ft. side slope; work can be done with floating dipper dredge; plans and specifications on file office of Clerk of Court, Greenwood; further information with S. O. Harvey, Chrmn., Greenwood, or W. A. Sanders, Engr., Anderson, S. C.

Dumb Waiter.—Henry Green, Contr., Orlando, Fla.—Dumb waiter, about 2x2 ft. sq., equipped with automatic brake, and counter-balanced, to lift about 50 lbs. from first to second floor.

Electric Motors.—Bureau Supplies and Accounts, Navy Dept., Washington, D. C.—Bids until Sept. 12, 1916, for motors. Apply for proposals.

Electric Fixtures.—R. W. Randall, Fort Myers, Fla.—Prices on electric fixtures for \$6500 residence.

Electric Light Fixtures.—M. M. Schiltz, Contr., Charlotte, N. C.—Prices on electric-light fixtures for \$12,000 dwelling.

Electrical Machinery.—See Mining (Coal) Machinery.—Harry P. Jones & Sons Coal Co.

Electrical Machinery.—Sterling Sales Co., L. A. Fitzer, Gen. Mgr., Tulsa, Okla.—To contract for 300 one K. W. transformers per month; transformers to work for 110 and 220 volts primary; 11 and 22 volts secondary.

Enamel Brick Coating.—American Well Works, M. T. Chapman, Prest., Aurora, Ill.—Prices on enamel brick coating for halls, stairways and concrete buildings; prefer material not over 2 in. thick; car-load quantities.

Engine.—See Woodworking Machinery.—Hice Mfg. Co.

Engine.—High Point Furniture Co., M. J. Wrenn, Prop., High Point, N. C.—Good second-hand engine; 14x36 right-hand or new engine same size.

Engine.—Chas. J. Geohagan, 1 N. 20th St., Birmingham, Ala.—20x30 in. balanced slide-valve engine.

Engines.—See Boilers and Engines.—John G. Duncan Co.

Extract (Palmetto).—Jorgen Jorgensen, Pineora, Ga.—Addresses of manufacturers of palmetto fiber.

Fencing, etc.—New York Monuments Com., Lewis R. Stegman, Chrmn., 116 Nassau St., New York.—Bids to construct fence around New York State Reservation (7 acres), Antietam Battlefield, near Sharpsburg, Md.; includes 2 types concrete posts, with steel or galvanized iron pipe and fixtures; also bids to construct concrete wall and pillars, as entrance frontage for reservation; to consist of 2 main and 6 subordinate pillars and foundation, as monoliths and intervening walls and gates; specifications, etc., obtainable on application.

Filters.—Bureau Supplies and Accounts, Navy Dept., Washington, D. C.—Bids until Sept. 12 for water filters at naval hospital, Annapolis. Apply for proposals to Navy pay office, Baltimore, or to Bureau.

Flour Mill Machinery.—J. M. Monger, R. F. D. No. 1, Carthage, N. C.—Prices on flour mill machinery, including bolting cloths, pulleys, belting, etc.

Hardware.—R. W. Randall, Fort Myers, Fla.—Prices on locks, hinges and other hardware for \$6500 bungalow.

Hardware, etc.—Navy Dept., Bureau Supplies and Accounts, Washington, D. C.—Bids on hardware: 30 bells, for 26 to 65-ft. motor boats, Sch. 89, delivery Mare Island, Cal.; hacksaw blades for hand frames and

2.184 ½ and 1 pint brass squirt cans, Sch. 93, delivery Brooklyn; files, Schs. 93, 89, delivery Brooklyn, Mare Island; 20,000 galvanized iron hammock rings and 25,000 iron or steel galvanized sail thimbles, Sch. 93, delivery Norfolk; 900,000 lbs. steel hull rivets, Sch. 102, delivery Boston, Philadelphia; 36 hand saws 22 ft. 4 in. long, and 56 metal cutting circular saws, Sch. 93, delivery Charleston; brass wood screws, Sch. 89, delivery Puget Sound.

Heating Plants.—Walter Jones, 4130 Farlin Ave., St. Louis, Mo.—Prices on steam heating plants for 3 single flats.

Heating Plant.—M. M. Schiltz, Contr., Charlotte, N. C.—Prices on hot-water heating and radiation for \$12,000 dwelling.

Hoist.—E. H. Parris Co., Box 452, Charlottesville, Va.—Prices on electric and gasoline material hoists.

Hoist (Electric).—Alleghany Ore & Iron Co., Buena Vista, Va.—Second-hand 30 H. P. electric hoist; variable speed 600 to 900 induction motor; 3-phase 60-cycle 220-volt complete reversible drum type controller and resistance.

Interior Finish.—Willard G. Rogers, 502 Trust Bldg., Charlotte, N. C.—Prices on oak and birch finish for \$25,000 to \$30,000 residence at Goldsboro, N. C.

Kilns (Dry).—Hice Mfg. Co., West Jefferson, N. C.—Good second-hand dry kiln.—See Woodworking Machinery.

Labeling Machine.—Johnston Mfg. Co., W. H. Johnson, Prest., Chillicothe, Tex.—Prices on machine for labeling cooking compound packages.

Levee Construction.—Yazoo Mississippi Delta Levee Commrs., T. G. Dabney, Ch. Engr., Memphis, Tenn.—Bids for constructing additional levees 2½ mi. below Friar Point, Miss.; opened Sept. 5.

Levee Construction.—St. Francis Levee Board, H. D. Tomlinson, Prest., Bridge Junction, Ark.—Bids to construct 175,000 cu. yds. levee work at Barfield, Ark.; bids opened Sept. 5.

Locomotives.—Chas. J. Geohagan, 1 N. 20th St., Birmingham, Ala.—25 to 30 ton locomotives; 36-in. gauge; four driving wheels; saddle tank.

Laundry Machinery.—M. M. Schiltz, Contr., Charlotte, N. C.—Prices on steam laundry equipment.

Lime (Hydrated).—Salisbury Electric Co., 203 S. Main St., Salisbury, N. C.—Prices on hydrated lime.

Lumber.—Navy Dept., Bureau Supplies and Accounts, Washington, D. C.—Bids on following lumber, Sch. 93: 3000 lbs. 10-in. diam. ligum-vitae, delivery Charleston; 25,000 ft. domestic white oak and miscellaneous yellow pine, delivery Philadelphia; 16,000 ft. poplar, firsts and seconds, delivery Brooklyn; 5000 ft. New England spruce, delivery Boston.

Machine Tools, etc.—Navy Dept., Bureau Supplies and Accounts, Washington, D. C.—Bids on 12 compressors: air, electric and steam driven, Sch. 77; 4 electrical hoisting and rotating equipments, 2 mechanical steering gears, Sch. 97; 8 deck, compound geared winches, and 2 complete windlasses, Sch. 76, delivery Brooklyn, Mare Island; surface condenser, Sch. 82, delivery Annapolis; 2 horizontal centrifugal pumps, Sch. 84, and a hydraulic triple pump, Sch. 81, delivery Philadelphia.

Manufactures.—L. E. Salomonson, Rotterdam, Holland.—I am interested in buckles; press buttons; petroleum burners; infant specialties; notebooks and envelopes; woven ticks in cotton and mixed; shoe-crunks in glass pots; tealcloth; brass coin buttons; enameled belted and flat teakettles; enameled milk pans; cheap leatherware; purses; cigar-stools; ladies' handbags; nicked and gilt spectacles; mica lamp chimneys; cheap safety pins; button fasteners; black japanned and brass coat and hat hooks; silk ribbons; half-silk ribbons and trimmings; embroideries; cotton and elastic belts; suspenders; garters; braces; wall clocks; printing and writing paper; thermos-style bottles; porcelain bottleheads; fancy tickets for cigar boxes; carriage lanterns; perfumes; lotions; incandescent mantles; gasoline lamps; woolen and half-woolen serges in indigo-blue and moss-green; socks and stockings in cheaper styles; singlets; shoes; knives; folding knives; buttons; waterproof coats with and without rubber; collars; neckties; folding hats; sterilized milk, etc., etc.

Manufactures.—Albert H. Mullings, Calvulla Chambers, Sydney, N. S. W., Australia.—To represent manufacturers of electric bulbs, arc lamps, gas and electric; electric accessories; electric flash lamps and sundries; brass wheel valves; conduit tubes;

rubber goods; aluminum goods; household woodware; household wire; gas and electric clocks; artisans' tools of all trades; brass clocks; artisans' tools of all trades; brass and copper tacks, nails; electric fans; scales; safety razors; brushware; motor lamps; horns; axes, hickory handles.

Manufactures.—Salvator Amar (of Saul Amar of Salonica, Greece), 30 Church St., New York.—To represent manufacturers of leathers, oils, food products, flour, cotton goods, spool cotton; also every kind of proposal on other products.

Manufactures.—Martinus Evertsz, Breede Straat No. 33, Curacao, South America. To represent manufacturers of cotton goods, prints, shirtings, sheetings, earthenwares, enameled wares, shirts, stockings, socks, ties, collars, etc.

Manufactures.—Bianco & Cia, Cartago, Costa Rica, C. A.—To arrange for buying dress goods; made up clothing for ladies and children; fancy goods; wrapping paper; paper bags; flour; crowns, corks and seals for carbonated drinks; sulphuric acid for making carbonic acid gas, bicarbonate of soda for making carbonic acid gas by means of sulphuric acid; highly concentrated essence for carbonated drinks.

Marble Dowing Machine.—J. Fair, 2912 B St., Philadelphia, Pa.—Curtis marble dowing machine for 56-in. worsteds. (Lately incorrectly noted as sewing machine.)

Metals.—Navy Dept., Bureau Supplier and Accounts, Washington, D. C.—Bids on following metals: Sch. 99: sheet brass and strip brass, delivery Philadelphia; bar copper, various deliveries, and 9000 lbs. soft sheet copper, delivery Washington; Sch. 94: 65,000 lbs. ingot copper, delivery Boston; 14,000 lbs. ferromanganese, delivery Brooklyn; bar spring steel, delivery Philadelphia; Sch. 100: 1,105,400 lbs. steel angles; 60,000 lbs. ribbed steel plates and 110,000 lbs. black and galvanized steel sheets, delivery Boston; 420,000 lbs. steel angles, 1 beam, channels, etc., delivery Philadelphia; and 11,758,000 lbs. steel plates, delivery Boston, Philadelphia; Sch. 101: 235,900 lbs. steel castings, delivery Boston, Philadelphia; Sch. 92: 4000 lbs. sheet zinc, delivery Philadelphia.

Millinery Materials.—Albert Harman Co., 26 Hamilton Rd., Highbury, London, Eng.—Silks, faille, velveteen, ribbons, cardboard boxes, etc., for manufacture of children's millinery.

Mining (Coal) Machinery.—Harry P. Jones & Sons Coal Co., Comfort, W. Va.—Prices on 150 K. W. generator and engine for same, direct connected; mining machines; motors; T rails; pumps.

Oil.—E. P. Goodwyn, Committee Clerk, Petersburg, Va.—Bids until Sept. 11 to furnish 5 atnk cars road oil; U. S. Dept. Roads specifications O-32; f. o. b. Petersburg; specifications with R. D. Budd, City Engr.

Refrigerating Machinery.—See Creamery Equipment.—Stephen T. Burwell.

Paper and Pulp Manufacturers.—Geo. D. Beason, Wilkesboro, N. C.—Addresses of print paper manufacturers and wood pulp manufacturers.

Paving.—Board of Awards, Baltimore, Md.—Bids until Sept. 13 to grade and pave with concrete cement various alleys; specifications, blank forms, etc., at office Dept. Public Improvements; R. M. Cooksey, Highways Engr.

Paving.—L. A. Washington, Commr. Public Works, Paducah, Ky.—Bids until Sept. 21 on 27,500 sq. yds. street construction; 3 contracts; bids on sheet asphalt, bitulithic, monolithic brick and concrete; one contract to be completed this year; 2 contracts to be undertaken and completed in spring 1917; plans and specifications at Commr.'s office; copies of specifications, etc., mailed on request.

Paving.—Frank Newkirk, City Auditor, Tulsa, Okla.—Bids until Sept. 14 to construct concrete sidewalks; plans, specifications, etc., on file with City Auditor; official proposal sheets furnished by City Engr.

Paving.—Edwin F. Gayle, Prest, City School Board, Lake Charles, La.—Bids until Sept. 23 to construct gravel pavement with tarvia surface, concrete curbs and gutters on roadway on east side Boulevard St. from 5th to 7th St.; plans and specifications furnished by E. L. Gorham, Commr. of Streets and Parks.

Paving.—Comms. Dist. of Columbia, 509 District Bldg., Washington, D. C.—Bids until Sept. 19 to pave various streets and avenues with sheet asphalt and asphalt block; proposal forms, specifications and information from Chief Clerk, Engr. Dept., Room 427 District Bldg.

Paving.—City of Mount Pleasant, Tex., J. F. Wilkerson, Mayor.—Will open bids

Sept. 18 on 8500 sq. yds. paving, 16 catch basins, 2500 cu. yds. excavation and 2000 lin. ft. sewer; H. S. Wilder, Engr., Mt. Pleasant.

Pipe.—Frank B. Cole, Consult. Engr., Newnan, Ga.—3000 ft. good second-hand 6-in. pipe; wrought or cast; state condition and price.

Pipe, etc.—C. I. P., care Manufacturers Record, Baltimore, Md.—Prices on 2500 ft. 4 and 6-in. second-hand cast-iron pipe; also on second-hand standpipe about 40 ft. high, 50,000 gals. or less capacity.

Pipe (Wrought-Iron).—Roy C. Whayne Supply Co., 318 W. Main St., Louisville, Ky.—2000 ft. wrought-iron pipe; describe, giving location and price.

Pipe and Fittings.—Slattery & Henry, Greenville, S. C.—Prices on pipe and fittings. (Has sewer pipe construction contract, Greenville.)

Plumbing.—G. B. Girkins, Conway, S. C.—Prices on water closets for \$4500 school addition.

Presses (Baling, Paper).—Gulf Fuel Co., 854½ Broad St., Augusta, Ga.—Baling press for rags and paper.

Pulleys.—See Flour Mill Machinery.—J. M. Monger.

Pumps.—See Mining (Coal) Machinery.—Harry P. Jones & Sons Coal Co.

Rails.—Pinellas West Coast Ry. Co., H. C. Case, Prest., address until Sept. 20, Newtown, Pa.; after Oct. 1, St. Petersburg, Fla.—Prices on A. S. C. E. 60-lb. relayers; for 1½ mi. railway.

Rails (T).—See Mining (Coal) Machinery.—Harry P. Jones & Sons Coal Co.

Riveting Machinery, etc.—John Dewsbury & Son, Ltd., Littleton St., Walsall, Eng.—Electric riveting hammers; also pounding machines; machine to rivet up cast malleable iron goods; pounding machine for pounding hot metal to make brazing solder on the principle of a pestal and mortar.

Road Construction.—State Roads Commission, Garrett Bldg., Baltimore, Md.—Bids until Sept. 19 for building sections of concrete shoulder on Baltimore and Washington Blvd.; 1 section of road between Church Creek and Taylors Island, 5.25 mi., concrete or macadam, in Dorchester County; specifications, plans, etc., furnished for \$1.

Road Construction.—State Road Commission, Garrett Bldg., Baltimore, Md.—Bids until Sept. 19 to build 4.22 mi. gravel surface road between Mason Springs and Ripley; specifications, blank forms, etc., on file and furnished for \$1.

Road Construction.—Knox County Fiscal Court, R. P. Black, Clerk, Barbourville, Ky.—Bids until Sept. 16 to construct 2 mi. macadam road at Flat Lick, Ky., and to grade 3 mi. road between Barbourville and Artemus; plans and specifications at office of County Road Engr., Barbourville; F. McClure, Ch. Engr., Highway Dept.

Road Construction.—Greenup County Fiscal Court, A. J. Cochran, County Clerk, Greenup, Ky.—Bids until Sept. 14 to improve State-aid roads; 20,000 cu. yds. excavation; 3675 cu. yds. macadam surfacing; 50 cu. yds. concrete in culverts; 5 mi. shaping; plans and specifications may be seen and proposal forms obtained at office of County Clerk and of C. S. Bennett, Engr., Greenup.

Road and Bridge Construction.—McDowell County Court, W. W. Whyte, Clerk, Welch, W. Va.—Bids until Sept. 16 to construct 40.8 mi. roads and bridges in Sandy River Dist.; plans and specifications from W. J. McClaren, County Engr.

Rolls (Crushing, Manganese), etc.—Roy C. Whayne Supply Co., 318 W. Main St., Louisville, Ky.—Manganese crushing rolls, 32 to 36 in. by 16 to 18; describe with location and price.

Salt (Rock).—Salisbury Electric Co., 203 S. Main St., Salisbury, N. C.—Prices on rock salt; carload lots.

Sawmill.—Hice Mfg. Co., West Jefferson, N. C.—Good second-hand circular saw mill, for heavy duty; to cut 15,000 to 20,000 ft. daily.

Sewer Construction.—Board of Awards, Baltimore, Md.—Bids until Sept. 13 to construct storm-water and sanitary sewers near fieldhouse in Clifton Park; plans, specifications, etc., on file at office Park Comms., Druid Hill Park; obtainable for \$10.

Sewer Construction.—City of Mount Pleasant, Tex., J. F. Wilkerson, Mayor.—To open bids Sept. 18 on 2000 lin. ft. sewer.—See Paving.

Shovel (Steam).—Chas. J. Geohegan, 1 N. 20th St., Birmingham, Ala.—60 to 80 ton steam shovel.

Shovel (Steam).—Shelby County Com., Memphis, Tenn.—Bids until Sept. 8 to furnish new or second-hand self propelled steam shovel with ½ yd. bucket.

Smokestack, etc.—Richmond Lumber Co., 4th St. between Decatur and Stockton Sts., Richmond, Va.—Prices on 36-in. smokestack, No. 10 gauge iron or steel, 70 ft. long; also square stack plate for same.

Spoke Manufacturing.—Robt. A. Griedry, Hayes, La.—Data on manufacturing automobile spokes, method of supplying market, possibility of obtaining large contracts, etc.

Standpipe.—See Pipe, etc.—C. I. P., care Manufacturers Record.

Stills (Steam).—See Tanks (Steel).—McMahon Refining Co.

Tanks (Steel).—McMahon Refining Co., Jennings, Okla.—Data and prices on four steel tanks, capacity 100 bbls. each; such as could be used for oil stills in refining crude oil; could use four second-hand stills of this size; tanks about 10x15 size preferred; also data and prices on 200-bbl. steam still or tank.

Telephone Conduit System.—Office of David C. Barrow, Jr., Custodian, U. S. Custom House, Savannah, Ga.—Bids until Sept. 14 to install telephone conduit system in Custom House; specifications and drawings obtainable from Custodian.

Tile.—Willard G. Rogers, 502 Trust Bldg., Charlotte, N. C.—Prices on cork or rubber

interlocking tile for kitchen, etc., promenade tile for porches and terraces and ceramic tile for bathrooms for \$25,000 to \$30,000 residence at Goldsboro, N. C.

Trench Excavation, etc.—W. M. Wilkes, Durham, N. C.—Trenching machine excavation for 3 mi. water and sewer lines, Lumberton, N. C.; wants machine to cut 15 ft. deep and 20 to 22 in. wide; wants prices per cu. yd. for any depth up to 15 ft. on basis of 7000 cu. yds.

Welding Outfits, etc.—Bureau Supplies and Accounts, Navy Dept., Washington, D. C.—Bids until Sept. 12 for hardware, air and suction hose, electric arc welding and cutting outfit, tile and brass tubing, at Navy yard, Norfolk. Apply for proposals to supply officer, navy yard, or to Bureau.

Well Drilling.—Board of Public Works, Leroy Lee, Chmn., Kingstree, S. C.—Bids until Sept. 22 to drill 4 or 6-in. well for capacity 100 gals. per minute; plans and specifications on file with J. Newton Johnson, Engr., Florence, S. C.

Woodworking Machinery.—Hice Mfg. Co., West Jefferson, N. C.—Bids on following good second-hand equipment: Bending machine, etc., for making wagon and automobile rims; flooring machine; 125 to 150 H. P. high-pressure boiler; slide valve engine, 75 to 100 H. P. and 40 to 50 H. P. slide valve engine; circular sawmill for heavy duty, capacity 15,000 to 20,000 ft. daily; also dry kiln.

RAILROAD CONSTRUCTION

RAILWAYS

Ala. Volanta.—Mobile, Volanta & Pensacola Railway (formerly Mobile & Baldwin County Railroad) is seeking financing to build extension to Pensacola, Fla., about 40 mi. Proposes to issue \$100,000 of 6 per cent. bonds. Line now 3 mi. long. Chas. Barclay of Bay Minette, Ala., is Prest.; M. H. Miller of Sea Cliff, Ala., V.-P. and Gen. Mgr., and W. D. Stapleton of Bay Minette, Sec. and Treas.

Fla., St. Petersburg.—Pinellas West Coast Railway Co., capital \$10,000, will build at present 1½ mi. line from Jungle to Seminole Ridge. Date for bids not yet decided. H. C. Case of St. Petersburg is Prest. Address until Sept. 20, Newtown, Pa.; thereafter at St. Petersburg.

Fla., St. Petersburg.—C. E. Burleson of St. Petersburg will make survey for the proposed electric line of the Tampa & St. Petersburg Railway Co., from St. Petersburg to Tampa, about 18 mi. George S. Gandy is Prest. and H. Walter Fuller V.-P., both at St. Petersburg.

N. C., Charlotte.—Southern Ry. says that steel work for its new permanent bridge over the Catawba River at Belmont, N. C., was awarded to the Virginia Bridge & Iron Co. of Roanoke, Va., and not to the American Bridge Co., as recently announced.

N. C., Mount Holly.—Piedmont & Northern Lines are reported to have let contract to Porter & Boyd of Charlotte, N. C., for concrete foundations and to the Virginia Bridge & Iron Works of Roanoke, Va., for the steel superstructure of a deck plate girder bridge about 600 feet long, to be built over the Catawba River at Mount Holly. There will be six spans of 90 feet and 2 spans of 60 feet.

N. C., Goldsboro.—George Norwood of Goldsboro and others are interested in plan for the construction of a standard gauge railroad from Goldsboro to Seven Springs, about 14 mi.

N. C., Greensboro.—Southern Railway is reported to have made plans for the reconstruction and enlargement (to double their present size) of its shifting yards. W. H.

Wells, Washington, D. C., is Ch. Engr., of Constr.

S. C., Spartanburg.—Brooks-Callaway Company of Atlanta has contract for double tracking the Southern Railway between Spartanburg and Lawson's Fork, about 1½ mi.

Tex., Atankas Pass.—Atankas Harbor Terminal Railway Co. will make repairs to its line immediately following damage by storm. Work includes rebuilding roadbed and the construction of over 4000 feet of trestling. John D. Wheeler is V.-P.

Tex., Lubbock.—Lubbock & Great Northern Railroad Co. is reported to have let contract to J. P. Nelson of San Antonio to build proposed line from Lubbock to Hollis, Okla., about 135 mi., to connect with the Missouri, Kansas & Texas Railway. J. M. Elliott of Memphis, Tex., is Prest.

Va., Winchester.—Winchester & Western Railroad Co., capital stock \$700 minimum and \$50,000 maximum, is chartered to build its projected railroad from Winchester to Wardensville, W. Va., and Lost River Valley, 30 or 40 mi. William B. Cornwell is Prest. and J. S. Zimmerman, Secy., both at Romney, W. Va.

W. Va., Gary.—H. M. Waugh has a standard gauge outfit building coal and passing tracks on the Tug Fork branch of the Norfolk & Western Railway.

W. Va., Grafton.—Baltimore & Ohio Railroad has made preliminary investigations for a spur track west of Simpson, W. Va., and also for connection across Webster County, W. Va. from the Richwood branch to the Buckhannon line, but there are no definite plans for construction. R. N. Beglen, Baltimore, is Ch. Engr.

W. Va., Wheeling.—Pennsylvania Railroad Co. plans construction of a railroad from Wheeling eastward to Marlann, Pa., 25 or 30 mi. Wheeling Coal Railroad Co. was recently chartered, and it is reported in its interest A. C. Shand Broad St. Station, Philadelphia, Pa., is Ch. Engr. of the Pennsylvania. B. M. Langford, 102 South Wade Ave., Washington, Pa., is mentioned as local engineer.

INDUSTRIAL NEWS OF INTEREST

Partnership Change.

Hedrick & Cochrane, consulting engineers, of Kansas City, Mo., have dissolved partnership and will be succeeded by Ira G. Hedrick and A. L. Hedrick under the firm name of Hedrick & Hedrick, with offices in the Interstate Building, Kansas City.

Opens Southeastern Office.

The Chicago Bridge & Iron Works, 37 West Van Buren Street, Chicago, has opened an office in the Florida Life Building, Jacksonville, Fla., in charge of Elwood G. Ladd. The Jacksonville office will be the head-

quarters of the territory embracing Alabama, Florida and Georgia.

Crescoted Materials.

Orders for all classes of crescoted material are now being solicited by the Crescoted Materials Co., Inc., 301 Queen & Crescent Building, New Orleans, formerly the Crescoted Wood Block Paving Co. B. S. Manley is president and D. E. Roach is secretary-treasurer of the new corporation.

Handled Mattamuskeet Bond Issue.

W. G. Scott, manager of the Bond Department of the New First National Bank, Columbus, O., writes that his company

Merchants-Mechanics National Bank

South and Water Sts., BALTIMORE, MD.
DOUGLAS H. THOMAS, President.
JNO. B. RAMSAY, V.-P. and Chm. Bd. of Dir.
JOHN B. H. DUNN, Cashier.
Capital \$2,000,000. Deposits \$21,670,000.
Surplus and Profits \$2,175,000.
Accounts of Banks, Bankers, Corporations and Individuals solicited.
We invite correspondence.

The National Exchange Bank OF BALTIMORE, MD.

Hopkins Place, German and Liberty Sts.
Capital \$1,500,000.
March 30, 1915, Surplus and Profits, \$550,000.
OFFICERS:
WALDO NEWCOMER, President.
SUMMERFIELD BALDWIN, Vice-Pres.
R. VINTON LANSDALE, Cashier.
C. G. MORGAN, Asst. Cashier.
Accounts of Mercantile Firms, Corporations, Banks, Bankers and Individuals Invited.

We Buy Bonds

City, County, School and Road, from Municipalities and Contractors.
WRITE
THE PROVIDENT SAVINGS BANK & TRUST CO.
CINCINNATI OHIO

Municipal Bonds BOUGHT

from Contractors and Municipalities
STACY & BRAUN
Second National Bank Bldg., TOLEDO, O.

First National Bank

RICHMOND, VIRGINIA
Capital and Surplus \$5,000,000
JNO. B. FURCELL, President.
JNO. M. MILLER, JR., Vice-Pres.
W. M. ADDISON, Cashier.

WE BUY BONDS CITY, COUNTY, SCHOOL DISTRICT

CORRESPONDENCE INVITED FROM CONTRACTORS AND OFFICIALS
SIDNEY SPITZER & CO., Spitzer Building, TOLEDO, OHIO
NEW YORK CHICAGO CINCINNATI

FOR SALE Timber, Coal, Iron, Ranch and Other Properties, Southern States, West Indies, Mexico.

GEO. B. EDWARDS

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Tribune Building, NEW YORK, N. Y.
Confidential Negotiations, Investigations,
Settlements and Purchases of Property.

Maryland Trust Company

BALTIMORE

Capital \$1,000,000

TRANSACTS A GENERAL TRUST AND
BANKING BUSINESS

Correspondence and interviews
invited

The Relative Strength of the Warring Nations

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handled the entire issue of bonds for the Lake Mattamuskeet Drainage District in Hyde County, North Carolina, the organization and development of which were described in the Manufacturers Record of August 17.

Asphalt Plant for Sale.

Until September 25, 1916, sealed bids will be received by Clinton G. Brown, Mayor, San Antonio, Tex., for the city's asphalt mixing plant. The outfit, which was built by the East Iron and Machine Company, Lima, O., has been used about two years and is said to be in good condition. It consists of a Merriman mixing machine mounted on a car about 65 feet long, and has a rated capacity of 1800 square yards of 2-inch mixture per day of 10 hours.

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Solid copper of the highest standard is said to be employed in the making of Jersey copper wire cloth for door and window screens manufactured by The New Jersey Wire Cloth Co., Trenton, N. J. Owing to improved methods of refining, copper today is infinitely purer than formerly and with the proper treatment this metal is made expressly for weaving into a fabric by John A. Roebbing's Sons Co., Trenton. Jersey copper wire cloth is made of Roebbing wire into 13, 14, 16 and 18 mesh, in both bright and dark finish and The New Jersey Wire Cloth Co. carries in stock the widths usually

required from 18 inches to 60 inches wide, and fill special orders as wide as 72 inches.

Planning Erection of Bay St. Louis Bridge.

Surveys of Bay St. Louis for the location of a bridge connecting Hancock and Harrison counties, La., and plans for the completion of the work are under way by Howard Eggleston, Hibernia Bank Bldg., New Orleans, who has been granted the right by the two counties to construct a bridge and collect tolls over it for 99 years, but reserving the right to purchase the bridge at cost at the end of 35 years. All of this work, of course, must be done in consultation with the United States Government engineers in charge of the district waterways, and when these preliminaries are completed Mr. Eggleston will be ready to turn the franchise over to some organization for the construction and operation of the bridge. It is said the bridge will be one of the most important links in the highway leading into New Orleans from the East. Until this highway, known as the "Spanish Trail," is completed there is no way of getting into the Crescent City, except by water or by railroad, without going many hundreds of miles around to the north of Lake Pontchartrain and down near the Mississippi levees on the road from Baton Rouge. An enormous automobile traffic is predicted for the highway when it is opened.

[Continued on Page 94.]

FINANCIAL NEWS

FINANCIAL CORPORATIONS

Ark., Prescott.—First State Bank of Prescott, capital \$25,000 is chartered, succeeding the Nevada County Bank. C. A. Smith of Texarkana is Pres.; E. M. Sharp of Mena, Ark., Cashier; W. B. Waller is V.-P. Other directors are George F. Cress, A. H. Smith, J. C. Woodul and J. M. Stripland.

Fla., Apalachicola.—West Florida Title & Guaranty Co. publishes incorporation; capital \$5000. Organizers: B. J. Goodwin, J. E. Jones and W. P. Dodd.

Ga., Atlanta.—Dickson & Zellars Co. is chartered to do an insurance business; capital \$5000. Petitioners: T. C. Dickson, George P. Dickson and William C. Zellars, Fulton County. Capital \$5000, with privilege of increasing to \$50,000.

Ga., McCaysville.—Merchants & Miners State Bank, capital \$25,000, is granted charter. Incprts.: John W. Anderson of Mineral Bluff, Ga., E. W. Chapman of Copper Hill, Tenn. and others. (See Manufacturers Record Aug. 10.)

Miss., Senatobia.—People's Bank of Senatobia publishes incorporation. Capital stock \$20,000. Incorporators: A. French, J. R. Johnson, B. E. McCrary, M. W. Gabbert, A. L. McCormick and A. T. Cinnamond, all of Senatobia.

Mo., St. Louis.—Alliance Loan & Investment Co., capital \$12,000 is incorporated. Incprts.: M. Bronstein, A. Fischler, M. Hollander, A. Kraus, J. A. Pastelnick and 41 others.

N. C., Asheville.—Asheville Morris Plan Co., capital \$50,000, is organized with H. A. Miller, Pres.; S. Lipinsky, V.-P.; S. L. Forbes, Secy.-Treas.; J. McF. Williams, Asst. Secy.-Treas.

N. C., Rockingham.—Pinecraft Realty Co. of Rockingham, capital \$20,000 to \$100,000 is chartered.

N. C., Rocky Mount.—Morris Plan Company, authorized capital stock \$50,000, is chartered. Incprts.: M. R. Braswell, W. H. Newell, R. B. Davis, Jr. and others.

N. C., Wilmington.—Community Savings & Loan Co. is chartered; capital \$25,000. Incprts.: C. C. Chadbourn, J. H. James and Louis Goodman.

Okla., Drumright.—Guaranty State Bank Incprtd., capital \$25,000; surplus \$5000. Organizers: C. C. Marshall, L. B. Grant.

Arthur Davis, E. C. Morris, M. C. Cavell. Business is to begin about Sept. 11.

S. C., Greenville.—A stockholders meeting of the Piedmont Savings & Investment Co. is called for Sept. 28 to vote on its proposed merger into the First National Bank, which contemplates establishing a savings and trust business. Avery Patton and others are directors.

S. C., Landrum.—The Mutual Bank of Landrum, capital stock \$10,000, is to be chartered. Petitioners: B. T. Earle of Spartanburg, L. W. Perrin and R. G. Christopher. Business is to begin in about 30 days.

S. C., Saluda.—Bank of Saluda, capital \$10,000, is organized with H. P. Corwith, Saluda, Pres.; John B. Cannon, Spartanburg, V.-P.; J. M. Heaton, Saluda, Cash.

Tenn., Altamont.—Cumberland Mountain Bank of Altamont, capital stock \$10,000, is chartered. Incorporators: James H. Northcutt, W. H. Wood, J. G. Greter and E. C. Shelton.

Tenn., Knoxville.—The Union Trust Co., capital \$100,000, a new concern is chartered. Will soon begin business. R. P. Gettys, 713 Market St., will be Pres.

Tex., Flatonia.—Flatonia State Bank is the new name of the Flatonia Bank. Capital is now \$40,000, an increase of \$25,000. Jno. A. Kerr is Pres.; E. Studeman and C. P. Johnson V.-Ps.; F. A. Nesrsta, Cashier; D. A. Jennings and Miss L. A. Johnson Asst. Cashiers.

Tex., Galveston and Houston.—American Title Guaranty Co. of Galveston and Houston, capital stock \$300,000, is chartered. M. O. Shaw, Galveston, will be Pres., and George H. Breaker, Houston, V.-P. The other incorporators are F. L. Luckel and L. F. Fox, both of Galveston.

Tex., Hallettsville.—First State Bank of Hallettsville is authorized to begin business. Capital stock \$50,000. Henry J. Strunk is Pres., and T. Y. Hill, Cashier. Opens Sept. 1.

Va., Exmore.—People's Bank of Exmore, maximum capital \$25,000, will begin business about Sept. 10. Wm. E. Walker is Pres.

Va., Floyd.—First National Bank of Floyd, capital \$35,000, has applied for charter. This is a conversion of the Peoples Bank, of which P. G. Lester is Pres. and R. B. Morgan Cashier.

Va., Petersburg.—Banking Trust & Mortgage Co., capital \$500,000 has been organized and is expected to begin business about Oct. 1. Charter officers are G. C. Wright, Pres.; John W. Long, E. C. Kent and W. H. Barrow, respectively, first, second and third V.-P.; R. B. Wilcox, Gen. Counsel; and H. W. Eley, Secy.-Treas. Virginia Finance Corporation is named as organizer.

W. Va., Huntington.—Community Savings & Loan Assn., Huntington, has been chartered. Capital stock \$125,000. Incorporators J. H. Le Blanc, G. D. Miller, John E.

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Norvell, F. C. Prichard, L. A. Staker, Frank Enslow, Jr., J. F. Holswade, John F. Ratcliff, W. H. Cunningham and D. E. Matthews. J. R. Bartol is also mentioned as active in organizing the company.

NEW SECURITIES

Ala., Andalusia—(Road).—Covington County. It is reported, contemplates issuing \$100,000 of 5 per cent. 23-30-year road bonds. W. F. Simmons is Prest. County Board of Revenue.

Ala., Birmingham—(Road).—Bids are to be invited for \$100,000 of Jefferson County road warrants. C. B. Rogers is County Treas.

Ala., Birmingham—(Highway).—Bids will be received by Board of Revenue until Sept. 8 for \$275,000 Birmingham-Warrior, Jefferson County, highway-construction warrants; interest not to exceed 4 1/2 per cent.

Fla., Arcadia—(Street, Water, Sewer, City Hall).—\$90,000 street improvement, \$21,000 sanitary sewer, \$19,000 water-works extension and \$15,000 site and city hall 6 per cent. 30-year bonds are voted. Address The Mayor.

Fla., Jacksonville—(School).—\$250,000 of the \$500,000 5 per cent. 30-year bonds Special Tax School Dist. 1, Duval County, have been purchased at \$16,916.50 premium by Cummings, Prudden & Co., Toledo and C. E. Denison & Co., Cleveland.

Fla., Miami—(Bridge, Sewer).—\$100,000 of bridge and \$32,000 of sewer bonds have been sold by the city to Stacy & Braun of Toledo, O., at a premium of \$2400, or a total of \$134,400.

Fla., Cocoa—(Improvement).—Bids will be received until 9 A. M. Sept. 11 by H. L. Maxwell, City Clk., for \$35,000 6 per cent. bonds.

Fla., Daytona—(Street).—Election is to be held Oct. 10 to vote on \$100,000 bonds. Address The Mayor.

Fla., West Palm Beach—(School).—\$30,000 of 6 per cent. \$500 denomination bonds of School Dist. No. 6 have been sold to the G. B. Sawyers Co. of Jacksonville at par, accrued interest to date of delivery and a premium of \$1520. There were twenty-three other bidders.

Ga., Atlanta.—Dickson & Zellars Co. is chartered to do an insurance business; capital \$5000, with privilege of increasing to \$50,000. Petitioners: T. C. Dickson, George P. Dickson and William C. Zellars, Fulton County.

Ga., Dublin—(Filter Plant).—Bids will be opened at noon Oct. 4 for \$30,000 of 5 per cent. \$1000 denomination, filter plant bonds. W. W. Robinson is Mayor and A. H. Graham, Clerk. Further particulars will be found in the advertising columns.

Ky., Louisville—(Street).—\$10,985.50 10-year bonds have, it is reported, been purchased at par and interest by the City of Louisville. Address The Mayor.

La., Alexandria—(Road, Bridge).—Following bonds have been voted by Rapides Parish: \$44,000 5 per cent. 20-year bonds Road Dist. No. 11; \$56,000 5 per cent. 20-year bonds Road Dist. No. 12; T. C. Wheadon is Prest. Police Jury.

La., Alexandria—(Road).—Rapides Parish has sold bonds as follows: \$30,000 Dist. No. 10 to City Savings Bank & Trust Co., Alexandria, at par, accrued interest and \$150 premium; \$80,000 Dist. No. 6 to First National Bank of Alexandria at par, accrued interest and \$720 premium.

La., Alexandria—(Road).—Bids will be received until Sept. 28 for \$80,000 of 5 per cent. 30 year, serial, denomination \$500, bonds of Road District 8, Rapides Parish. Address T. C. Wheadon, Prest. Police Jury. Further particulars will be found in the advertising columns.

La., Baton Rouge—(Road).—Election is to be held Sept. 26 in East Baton Rouge Parish on \$130,000 of road bonds. Address Police Jury.

La., Bogalusa—(Improvement).—Election is to be held Oct. 3 to vote on bonds. Address The Mayor.

La., Lafayette—(School).—\$8000 of Broussard school dist. 5 per cent. bonds Lafayette Parish, are reported sold to the Bank of Lafayette, at par.

La., West Monroe—(Improvement, Refunding).—Bids will be received until noon Sept. 11 for \$45,000 bonds, dated July 1, 1916, and maturing 1920 to 1949, inclusive. N. G. Tipton is Mayor. Further particulars will be found in the advertising columns.

Md., Baltimore—(Street, School, Electric Subway).—Board of Estimates favorably reports to Council ordinances to issue \$5,000,000 of city stock, to be voted on at the November election as follows: \$2,000,000 annex street improvement, \$1,000,000 smooth street pavement, \$1,000,000 schoolhouses and \$1,000,000 electric subways. Address James H. Preston, Mayor.

Md., Cumberland—(School).—\$75,000 4 1/2 per cent. Allegany County bonds have been purchased jointly by Nelson Cook & Co., Baker, Watts & Co. and Townsend Scott & Son, Baltimore.

Miss., Carmichael—(School).—Bids will be received until Sept. 4 for \$4500 of 6 per cent. 10-year bonds. Address W. H. Foster, Clerk Board of Education.

Miss., Columbus—(High School).—\$50,000 of high school bonds are reported sold.

Miss., Ellisville—(Road).—Election will probably be held in Beat 1, Jones County, to vote on \$100,000 bonds. Address Clerk Board of Suprvs.

Miss., Gulfport—(Courthouse).—\$115,000 Harrison county bonds defeated.

Miss., Holly Springs—(Road).—\$300,000 5 1/2 per cent. \$500 denomination Holly Springs Road Dist., Marshall County, bonds have been purchased at par and \$2587.50 premium by Bank of Commerce & Trust Co., Memphis, Tenn.

Miss., Lexington—(Road).—\$300,000 5 1/2 per cent. Holmes county bonds have been purchased at a premium by the Hibernia Bank & Trust Co., New Orleans.

Miss., Liberty—(Road).—An election on \$100,000 of Amite County road bonds is discussed. Address County Suprvs.

Miss., Macon—(Municipal Bldg.).—Notice is given that the Mayor and Bd. of Suprvs. propose to issue \$5000 bonds for purchase of municipal building and improvement thereof. Jas. G. Horton is Mayor and J. J. Scott, Clerk.

Miss., Magnolia—(Road).—\$130,000 of 5 per cent. 1-25-year serial bonds of Second Road Dist., Pike County, were awarded to the Provident Savings Bank & Trust Co. of Cincinnati, Ohio, at 100.317.

Miss., Vicksburg—(Road).—A proposed issue of \$300,000 of Warren County road bonds is reported under consideration. Address County Supervisors.

Miss., Winona—(Road).—An election is contemplated on \$100,000 road bonds in this (Montgomery) county. Address County Supervisors.

Miss., Winona—(Road).—Bids will be received until noon Oct. 2 by Board of Suprvs. Montgomery County, C. K. Oliver, Clerk, for \$65,000 6 per cent. bonds.

Mo., California—(Road).—A proposition to issue \$1,000,000 of Moniteau County road bonds is reported under consideration. Address County Commrs.

Mo., Clayton—(Road).—Bids will be received, it is reported, until noon Sept. 14 for \$520,000 of an authorized issue of \$3,000,000 4 1/2 per cent. road and bridge bonds; maturity 20 years after date, optional on 3 months' notice; denomination, \$10,000 \$1000, 10,000 \$100; dated Aug. 1, 1916. Wm. Seebel is Clerk St. Louis County.

Mo., Harrisonville—(Sewer).—\$15,000 sewer bonds are reported defeated.

Mo., Hopkins—(School).—\$12,000 of school

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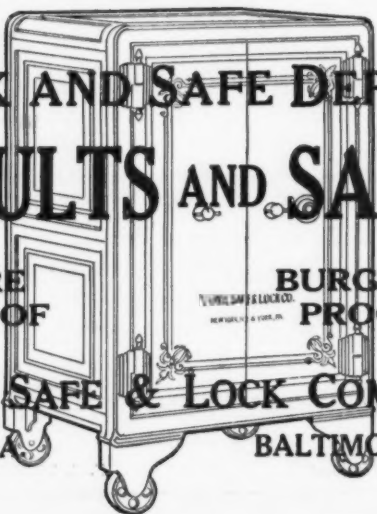
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bonds are reported awarded to the Wm. R. Compton Co., St. Louis, Mo.

Mo., Ironton—(School).—\$15,000 school bonds are reported voted. Address School Board.

Mo., Lamar—(School).—Reported that a special election has been called on an issue of \$33,000 of school bonds. Address Board of Education.

Mo., Marble Hill—(Road).—Election will be held in the spring of 1917 in this (Boiling) county on \$160,000 road bonds. Address Secy. County Highway Board.

Mo., Mountain Grove—(Road, Improvement).—\$40,000 road bonds are voted. Election will probably be called to vote on \$22,500 improvement bonds. Address The Mayor.

Mo., Milan—(High School).—\$15,000 of high school bonds are reported approved at an election. Address School Board.

Mo., Stanberry—(Water).—\$15,000 of water bonds are reported voted. Address The Mayor.

N. C., Burgaw—(Road).—Two townships in this (Pender) county voted for a special tax for roads, not for road bonds as was stated in a press report. There are no bonds for sale. County Commrs. can give information.

N. C., High Point—(Street).—Bids will be received until 8 P. M. Sept. 26 by W. Pickett, Mayor, for \$50,000 5 per cent. 20-year bonds. (Previously noted.)

N. C., Morganton—(Road).—Election to be held soon in Lovelady Township, Burke County, on \$50,000 or road bonds. J. B. Holloman is Chrmn County Commrs.

N. C., Kenansville—(Railroad).—\$15,000 bonds have been voted by Limestone Township, Duplin County. Address County Commrs.

N. C., Kenansville—(School).—\$200 of 6 per cent. 1-12 year serial of Wallace School Dist., Duplin County, bonds are reported sold to Sidney, Spitzer & Co., Toledo, O.

N. C., Kenansville—(School).—\$500 of 6 per cent. Beulaville school dist., Duplin County bonds are reported sold.

N. C., Morehead City—(Electric Light).—\$20,000 of 5 per cent., 25 year, \$500 and \$1000 denomination electric light improvement, municipal bonds, dated July 1, 1916, have been sold to the J. B. McCrary Co., of Atlanta, Ga., at par and interest.

N. C., Morganton—(Road).—Election to be held in Lovelady Township, Burke County, Sept. 30 on \$50,000 road bonds. J. B. Holloman is Chrmn. County Commrs.

N. C., Raleigh—(School).—\$8000 of 6 per cent. bonds of Wakelon school dist. have been awarded to W. L. Slayton & Co. of Toledo, Ohio, at 100.35.

N. C., Smithfield—(Road).—\$40,000 5 per cent. 20-year Boon Hill Township, Johnston County, bonds are voted. Geo. L. Jones is Clerk Board County Commrs.

Okla., Altus—(School Plumbing).—\$4000 of 5 per cent. 10-year \$500 denomination school plumbing bonds will be sold. Address P. M. McKinney.

Okla., Alva—(School).—\$75,000 5 per cent. 20-year \$1000 denomination school district bonds are voted. Date for opening bids not yet decided. G. M. Lisk is Clerk.

Okla., Ardmore—(Road).—It is contemplated to call an election on \$100,000 of Carter County road bonds. Address County Commrs.

Okla., Ardmore—(Convention Hall, Water-works, Sewer, Street).—\$60,000 convention hall, \$45,000 water-works, \$20,000 sewer and \$5000 street 5 per cent. 25-year bonds recently voted have been sold at about \$300 premium, accrued interest and expenses. Val Mullen is Mayor.

Okla., Bartlesville—(School).—A vote on \$100,000 of school bonds will be taken at the election Nov. 7. F. E. Thurman is Clerk Board of Education.

Okla., Jay—(Bridge).—\$20,000 of Delaware County bridge bonds are reported to have lost at the recent election.

Okla., Muskogee—(Gas Pipe Line).—\$100,000 of 5 per cent. 25-year \$1000 denomination city gas pipe line bonds, dated Jan. 1, 1916, have been sold to C. Edgar Honnold of Oklahoma City at par, accrued interest and a premium of \$1555. J. E. Wyand is Mayor.

Okla., Waynoka—(City Hall, Water, Electric Light).—\$50,000 6 per cent. 20-year bonds recently voted have been purchased at par by R. J. Edwards and Piersol & Piersol, Oklahoma City.

S. C., Chester—(Paving).—It is proposed to issue paving bonds. Amount not yet decided. Address The Mayor.

S. C., Hampton—(School).—\$5000 of 6 per cent. 20-year \$500 denomination bonds of

Furman school dist. Hampton County, have been sold to J. H. Hillsman & Co. of Atlanta, Ga., at 103.21.

S. C., Spartanburg—(School).—Election Sept. 9 on \$2100 of 20-year bonds of Motlow School Dist. J. H. Atkins, S. D. Gibbs and E. L. Collins are School Board.

Tenn., Chattanooga—(Paving).—\$30,000 of paving bonds are reported sold to Seasongood & Mayer of Cincinnati, Ohio.

Tenn., Greenville—(High School).—\$15,000 of 5 per cent. 20-year bonds are sold to W. W. Willis & Co. of Knoxville, Tenn., at par, interest and \$100 premium.

Tenn., Jackson—(Street Paving).—\$20,000 of 5 per cent., 5 year serial, \$200 and \$1000 denomination, street paving bonds, dated Sept. 1, 1916, have been sold to the Security Bank & Trust Co. of Jackson, at par, accrued interest and \$1782 premium. Lawrence Taylor is Mayor and H. M. Trice Recorder.

Tenn., Murfreesboro—(School).—Election to vote on \$75,000 school bonds will be held Sept. 25. Address Board of Education.

Tenn., Newport—(School Site).—Bids will be received until Sept. 19 for \$6500 of 6 per cent., \$500 denomination, school site purchase bonds, dated Sept. 1. George F. Smith is Mayor.

Tex., Austin—(Bonds approved by Atty. Gen.).—\$60,000 5 per cent. Denison high school.

Tex., Beaumont—(School, Water, Sewer).—\$25,000 bonds have been purchased at par, accrued interest and \$275 premium by C. W. McNear & Co., Chicago.

Tex., Fort Worth—(School).—\$225,000 5 per cent. 20-40-year bonds have been purchased at par, accrued interest and \$12,532.50 premium by R. J. Edwards, Oklahoma City.

Tex., Hillsboro—(School).—\$3000 Mayfield Dist., Hill County, bonds are voted. Address Bd. of Education.

Tex., Houston Heights—(Street, School, Playground).—An issue of \$150,000 of street, school extension and playground bonds is proposed. John H. Rose, or S. P. Waltrip, School Supt., may give information.

Tex., Mineola—(Sewer).—Sept. 12 election is to be held to vote on \$900,000 bonds. Address The Mayor.

Tex., Navarro—(Road).—J. A. Thompson of Corsicana, Tex., has been awarded at par (\$280,000) of Navarro County road bonds as follows: \$180,000, Dist. 4, and \$100,000, Dist. 5.

Tex., Port Arthur—(Paving).—\$64,000 of street paving bonds are voted. L. D. Heckman is City Clerk.

Tex., South Houston—(Warrants).—\$15,500 of 6 per cent. semi-annual warrants of South Houston, dated March 15, 1916, have been bought by J. L. Arlitt, Austin, Tex.

Va., Altavista—(Water, Sewer).—\$35,000 bonds are voted. Address Town Commrs.

Va., Norfolk—(Street, Armory, Dams, Market, etc.).—Common Council and Board of Aldermen have passed ordinances to issue \$452,000 of municipal improvement bonds for various purposes. Another pending ordinance for \$250,000 of city auditorium bonds will be considered by the incoming council. R. E. Steed is City Clerk.

W. Va., Broad Oaks, P. O. Clarksburg—(Street).—\$18,000 bonds will probably be issued. Address Town Council.

W. Va., Keyser—(Road).—The Manufacturers Record is informed that "Well, Roth & Co. of Cincinnati, O., have disposed of the bonds for New Creek Dist." This refers to \$20,000 of 4½ per cent. 33-year \$1000 denomination road bonds of New Creek Dist., Mineral County, for which bids were opened Aug. 15. Bids for \$75,000 of 5 per cent. 25-year bonds of Piedmont Dist. were opened at the same time. No report on the latter. J. V. Bell is Clerk Circuit Court.

W. Va., Madison—(Road, Courthouse).—Election is called in Boone County Sept. 29 on \$450,000 of road bonds and \$50,000 of courthouse bonds. Address County Commrs., Elmer Nelson, Clk.

W. Va., Moorefield—(Road).—Capon Dist., Hardy County, bonds are voted. Address County Commrs.

W. Va., Moundsville—(Street, Sewer).—It is denied that there will be an election on street and sewer bonds.

W. Va., North View—(Paving).—\$24,000 6 per cent. 1-10 year bonds have been purchased by the Merchants' National Bank, Clarksburg, W. Va.

W. Va., Summerville—(Road).—\$250,000 of Beaver Dist., Nicholas County, road bonds were defeated at the recent election. P. N. Wiseman is County Clerk.

W. Va., Wellsburg—(Fire Dept.).—\$5000 of fire-department bonds were voted Aug. 31. Address The Mayor.

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